



A FLORIDA HERITAGE PUBLICATION

Florida World War II Heritage Trail



Commemorating 70 years
since the ending of World War II

FLORIDA'S WORLD WAR II MEMORIAL

In 1999 Governor Jeb Bush signed a law providing for the creation of Florida's World War II Memorial. Since that time, the Department of Veterans' Affairs has conducted fundraising, concept development, and design work concerning this long overdue tribute honoring the sacrifices made by Florida's World War II veterans and those who served at home.

Florida's World War II Memorial is a unique, multifaceted living Memorial. The components include: a World War II exhibit in the Museum of Florida History; a website filled with historical

The Department of State developed a website (museumoffloridahistory.com/exhibits/permanent/wwii/) that includes a statewide network of World War II resources featuring military installations, veterans' organizations, historic sites, museums, libraries, universities, and historical societies, made accessible to the public through technology and the Internet.

Funded through a grant by the Florida Department of Education and produced by the Mary Brogan Museum in Tallahassee, high school American History teachers now have a World War II educational curriculum supplement on four compact disks, featuring historical educational materials, personal histories and interviews.

The Department of State, Division of Historical Resources, developed this Florida Heritage Trail booklet. It is dedicated to honoring the many contributions that Florida citizens made at home and abroad during the war.

A permanent stone monument dedicated in Tallahassee on Veterans Day 2004 is the final project element. The centerpiece of the monument is a replica of Florida's pillar in the National World War II Memorial in Washington, D.C. and includes a marker for each of Florida's 67 counties. These markers

connect and honor local contributions to the overall war effort.

During World War II, 16 million Americans served in uniform, of which 248,000 were Floridians. In addition to these veterans, thousands of other Floridians contributed to the war effort at home building roads, working in manufacturing plants, building and running military training installations, and operating vital businesses that contributed to the nationwide efforts that preserved the freedoms we enjoy. Today, more than 500,000 World War II veterans are residents of Florida.

For further information, contact the Florida Department of Veterans' Affairs at: 1.727.319.7440 or visit FloridaVets.org.



State Archives of Florida

resources; a World War II educational curriculum supplement available to high school American History teachers; this Heritage Trails Series dedicated to Florida's involvement in World War II; and, a permanent World War II monument in Tallahassee.

The initial phase of the Memorial project was conducted by the Department of State, and resulted in the development of a World War II display at the Museum of Florida History. The museum exhibit, entitled "Florida Remembers World War II," documents the state's response to the war, including patriotic activities on the home front and the establishment of military training bases throughout the state. This display was dedicated and opened by Governor Bush on December 7, 2001—the 60th Anniversary of America's entry into World War II. Traveling exhibits from this museum have traveled to museums in Pensacola, Miami and Orlando. The exhibit was rededicated on Veterans Day 2004 as a permanent exhibit in the Museum.



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On the cover: “Remember Dec. 7th!” Poster by Allen Saalburg, published by the Office of War Information, 1942. The quotation is from the conclusion of Abraham Lincoln’s “Gettysburg Address.” The image is from an original WWII U.S. Government-produced poster designed to show American resolve following the attack on Pearl Harbor.

Many of the sites identified in this publication are listed in the National Register (NR) of Historic Places, either individually or as contributing resources in a historic district. The National Register is an official list of historically significant properties located throughout the country. The list is maintained by the National Park Service, and includes places that have been documented as being significant in American history, architecture, archaeology, engineering, or culture, at the local, state, or national level. For more information on the National Register, consult the National Park Service’s National Register website at www.cr.nps.gov/nr/, or call the Florida Division of Historical Resources at (800) 847-7278 or visit www.flheritage.com.



WORLD WAR II TIMELINE

1939

August 23 – Nazi-Soviet Non-Aggression Pact signed

September 1 – German invasion of Poland, start of World War II

September 3 – Great Britain and France declare war on Germany

1940

May 10 – German invasion of France and the Low Countries

June 21 – France surrenders to Germany

August – Commencement of the Battle of Britain

September 3 – Destroyers for Bases deal between U.S. and Great Britain

September 16 – Selective Service Act passed by U.S. Congress

1941

January 7 – Inauguration of Spessard Holland, Florida's 28th governor

March 11 – Lend Lease Act passed by U.S. Congress. Authorized military aid to Allies

June 22 – Opening of Operation Barbarossa, Germany's invasion of the Soviet Union

December 7 – Japanese attack on Pearl Harbor, Hawaii

December 8 – U.S. declaration of war on Japan

HOME FRONT— BATTLEFRONT: FLORIDA DURING WORLD WAR II

The Second World War marked the emergence of Florida as a modern, influential state. The conflict spurred economic development and led to a postwar population surge that made Florida one of the most populous states in the nation by the dawn of the 21st century. It brought increased prosperity to both rural and urban areas of the state and hastened the demands of minority groups for greater economic and political opportunities. Floridians overwhelmingly supported U.S. participation in the "Good War." Through their efforts on both the home front and the battlefield they brought about the defeat of Nazism, Fascism, and Japanese militarism in the greatest conflict in modern world history.

The collapse of the land boom of the 1920s, followed by the Great Depression of the 1930s hurt the state's economic development. Still, by the late 1930s and early 1940s Florida's climate, beaches, and recreational activities annually attracted several million tourists to the peninsula.

Defense appropriations and New Deal initiatives also contributed to an economic revival. The state's population on the eve of war numbered just under two million, with the largest cities being Jacksonville, Miami, and Tampa. In relation to other southern states, Florida's population was relatively urban, with two-thirds of the population living in cities or towns. Still, North Florida and large portions of the central and southern sections of the state were decidedly rural in nature. Because of northern

retirees and immigrants, Florida's population also included more older and foreign-born citizens than its southern neighbors.

On December 7, 1941, when Floridians learned of the Japanese attack on Pearl Harbor, few could have imagined the impact the war would have on their state. A tremendous migration of military personnel took place, with more than 170 installations established or expanded. Additionally, civilians came to work in the various camps and bases, and in the shipyards and other industries that expanded during the conflict. World War II, to an extent greater than previous conflicts, mobilized the nation's population. Many soldiers, sailors and marines who served in Florida later returned to the state to live. The state's population grew more than 46% during the decade of the 1940s, and would expand at an even more rapid pace during the 1950s. World War II served as a catalyst for the state's explosive postwar growth.

Florida's strategic location made the state vital for national defense. Planes and ships from Florida's bases helped protect the sea lanes in the Atlantic Ocean, Gulf of Mexico and the Caribbean, and the state was viewed as an important first line of defense for the southern United States, the Caribbean Basin, and the Panama Canal. Even before the outbreak of the war, new installations were built to house the prewar defense buildup. For the Army, Camp Blanding near Starke became one of the largest training bases in

the Southeastern United States, with nine divisions and many independent units passing through its facilities, while Camp Gordon Johnston at Carrabelle served as the Army's major amphibious training center. Army Air Force bases included Valparaiso's Eglin Field, Drew and MacDill Airfields at Tampa, Dale Mabry Field in Tallahassee, Buckingham and Page Airfields in Fort Myers, Panama City's Tyndall Army Airfield, and Avon Park, Boca Raton, Homestead, Sarasota, and Venice Army Airfields. Additionally, civilian contractors trained 14,000 cadet pilots, including many from Great Britain, at Lakeland, Avon Park, and other locations from 1940 to 1945. Airplane wrecks, a legacy from the extensive training that took place during the war, still dot the peninsula and its coastline. Naval bases and air stations were established or expanded at Daytona Beach, DeLand, Fort Lauderdale, Green Cove Springs, Jacksonville, Key West, Melbourne, Miami, Pensacola, Richmond, Sanford, and Vero Beach. In Fort Pierce, some 150,000 Navy, Marine Corps, and Army personnel passed through amphibious training, including elite scouts, raiders, and frogmen. Even the Coast Guard and its women's auxiliary, the SPARS, would establish a training center in St. Augustine.

In addition to the hundreds of thousands of servicemen and service-women who came to Florida from other states to train and serve, over 248,000 Floridians, including more than 50,000 African Americans, volunteered or were drafted into the military, some long before America's entry into the war. In September 1940 a number of Florida National Guard units were mobilized into federal service, followed by the remainder in March 1941. Beginning with the first peacetime draft in American history in 1940, thousands of other Floridians began the transformation from civilian to soldier or sailor. Following the formal entry of the United States into the war in December 1941, many

more volunteered or were drafted into service.

Floridians served in all major theaters of the war, and thousands paid the ultimate sacrifice. More than 4,600 Floridians serving in the armed forces died during the war, with battle deaths numbering 3,174. These figures included 3,540 Army soldiers from Florida who had died of all causes, with naval combat casualties (killed and wounded) numbering 2,308. A number of native born or adopted Floridians rose to high rank, including General Joseph Stilwell, Lieutenant General Roy Geiger, and Lieutenant General James Van Fleet. In addition, several Floridians earned high military honors for their bravery. Colin Kelly of Madison was one of the war's earliest heroes as a result of his actions as a bomber pilot in the Philippines. Sergeant Ernest "Boots" Thomas of Monticello led the patrol that placed the first American flag atop Mount Suribachi on Iwo Jima, and Alexander Nininger of Fort Lauderdale earned the war's first Medal of Honor for leading a counterattack against the Japanese on Bataan. Sadly, none of these men survived the conflict. Perhaps the most patriotic family was that of Mr. and Mrs. Robert Cockman of Groveland, who sent eight sons into the armed forces during the conflict.

Manufacturing and industrial output grew dramatically during the war, though production in other southern states increased at an even faster rate than Florida. Still, equipment and supplies necessary to conduct the war were produced in the state, with shipbuilding being among the most significant contributions. Hundreds of Liberty ships, patrol torpedo boats, aircraft rescue boats, mine-sweepers, assault boats and other vessels were built by the Tampa Shipbuilding Company, the Wainwright Shipyard in Panama City, the St. Johns River Shipyard Company in Jacksonville, the Miami Shipbuilding Corporation and other smaller firms during the war. "Alligator" amphibious

December 11 – Germany and Italy declare war on the U. S.; U.S. reciprocates

1942

April 9 – Surrender of U.S. troops on Bataan, Philippine Islands

April 10 – *Gulfamerica* torpedoed off Jacksonville Beach

May 6 – Surrender of U.S. troops on Corregidor, Philippine Islands

June 4-6 – Battle of Midway

June 17 – Landing of German saboteurs on Ponte Vedra Beach, Florida

August 7 – Beginning of Guadalcanal Campaign

November 8-14 – Allied troops land in North Africa

1943

February 2 – Surrender of surviving German troops at Stalingrad

May 7-14 – Surrender of German and Italian troops in Tunisia

July 9 – Allied invasion of Sicily

July 18 – U.S. Blimp K-74 shot down by German U-boat off Florida Keys

September 3, 9 – Allied invasion of Italy

September 7 – Italy signs armistice with Allies

November 20-24 – Battle of Tarawa

1944

January 22 – Allied forces land at Anzio

June 4 – Allied occupation of Rome

June 6 – D-Day—Allied invasion of German-occupied France

June 19-20 – U.S. victory in Battle of the Philippine Sea

October 20 – American troops land on Leyte, Philippines

October 24-25 – U.S. victory in Battle of Leyte Gulf

December 16 – Outbreak of the Battle of the Bulge, Germany's last great offensive

1945

January 2 – Inauguration of Millard Caldwell, Florida's 29th governor

February 19-March 16 – Battle of Iwo Jima

April 1-June 22 – Battle of Okinawa

April 12 – Death of Franklin Roosevelt, Harry Truman new U.S. president

April 22-May 2 – Battle of Berlin

April 30 – Death of Adolf Hitler

May 8 – V-E Day. Defeat of Nazi Germany

August 6 – Atomic bomb dropped on Hiroshima

August 9 – Atomic bomb dropped on Nagasaki

August 15 – Allies proclaim victory over Japan

September 2 – Formal surrender ceremony takes place in Tokyo Bay aboard U.S.S. *Missouri*, ending World War II




ous vehicles, which helped win the war in the Pacific, were also designed and produced at Dunedin.

Agriculture remained one of the state's major economic contributions to the war effort, though a shortage of agricultural workers threatened to limit Florida's harvests. The U.S. Department of Agriculture eventually authorized the temporary importation of 75,000 Bahamians and Jamaicans to work in South Florida fields. Cotton, tobacco, and vegetable production all increased, as did sugar production, as domestic companies scrambled to make up for the loss of the sugar crop normally produced in the Philippines. Likewise, Florida's citrus growers found increased demand for their products. Processes for both dehydrated and frozen citrus concentrate were developed during the war, and millions of cans were sent around the world. Early in the conflict the Florida citrus harvest passed that of California and soon became a \$100 million industry. During the war, chemists from the U.S. Department of Agriculture conducted experiments in an Orlando laboratory with dichloro-diphenyl-trichloroethane, or DDT, which would eventually be used widely to prevent disease in different theaters of the war and, by the conflict's end, as an insecticide to protect crops. Only years later would its harmful side effects be realized. While Florida agricultural production contributed to the Allied victory in World War II, it did so at a terrible cost to farm workers, who suffered through degrading living and working conditions.

World War II presented economic opportunities for Floridians who had suffered through the Depression of the 1930s. Wages improved and jobs became plentiful due to the large number of men in service. Women, African-Americans, and Hispanics moved into jobs previously dominated by white males. "Rosie the Riveter" became a symbol for the millions of American women who

entered the workplace for the first time, while black Americans worked toward the "Double V"-- victory overseas against Fascism and victory at home against racial prejudice. African-Americans won several minor victories over Jim Crow segregation laws during the war, setting the stage for the Civil Rights movement of the 1950s and 1960s. Race relations in Florida remained tense, and while no large-scale race riots occurred like those in Detroit and Los Angeles, a number of racial disturbances did take place in the state. Several erupted in Tallahassee, where black servicemen clashed with police and white servicemen. The State Defense Council eventually drew up contingency plans for the capital and a number of other Florida cities in the event of more severe disturbances, but none ever materialized.

Restrictions on travel, and a black-out enacted in early 1942 to prevent Allied ships from being silhouetted against the coastline, hurt Florida's tourism industry during the early months of the war. To compensate for the loss of tourist dollars, however, the military took over hotels for use as barracks, and restaurants as mess halls. By the end of 1942, more than 70,000 trainees attending various service schools run by the Army Air Force were staying in hotel rooms in Miami and Miami Beach. Servicemen were eventually billeted in hotels throughout the state, such as St. Augustine's luxurious Ponce de Leon, while the Women's Army Corps "invaded" Daytona Beach. Later in the war the tourist trade returned, with Florida promoting itself as a vacation getaway for hard-working, and now highly paid, civilian workers. Consequently, in 1943, tourism in Florida increased by 20% over the previous year, and gambling at South Florida racetracks reached all-time highs. Florida's state government publicized the availability of hotel rooms for civilians, and even secured additional trains to transport tourists. The state's promotion of its tourist industry drew criticism



in some quarters for its inappropriateness during a period of national sacrifice, but in general, Americans recognized the need for relaxation and recreation, even in wartime.

Although nearly a quarter of a million Floridians served in the armed forces, the majority of the population fought the battle of the home front. In his address to the state legislature in 1943, Florida Governor Spessard Holland stated:

At this tense hour it is wholly unnecessary to remind you of the fact that we meet at the time of gravest crisis in the life of our nation. We are engaged in a war which is challenging our deepest patriotic convictions, and demanding the most effective and sacrificial service we can render, as individual citizens and as a member of the family of states . . . I feel that every citizen of Florida can say with proper humility that our state is doing its full part in the winning of the war.

Virtually without exception, Floridians heeded the Governor's call. By 1943, more than 300,000 had volunteered for civilian defense activities, and many more served in the Red Cross, the U.S.O., on draft and rationing boards, on recreation committees, and in many similar agencies. To help finance the war, Floridians had also purchased more than \$145 million in war bonds and stamps by 1943.

United behind the war effort, Floridians joined in both voluntary and mandatory efforts to conserve strategic war materials. Drives to collect rubber, scrap metals, rags, paper and grease became popular, as did "victory gardens" and "meatless" days to stretch the nation's food resources. Shortages and rationing of various goods also became commonplace during the war. Rationing boards were established in every county with the power to regulate the sale of 90% of all civilian commodities.

Like other Americans every Floridian received a ration book limiting what he or she could purchase. This effort to conserve the nation's resources and to stop inflation proved largely successful.

In early 1942, rubber became the first item to be rationed by the federal government's Office of Price Administration (OPA). Gasoline soon followed, with mandatory rationing becoming effective on December 1, 1942. Floridians received A, B, or C ration coupons, allowing them a specific number of gallons per week, depending on their occupation. Those unfortunates with "A" stickers were authorized only four (later decreased to three) gallons per week. In 1943, gasoline rationing became even more severe, with all forms of pleasure driving becoming illegal. Because of driving restrictions, Floridians turned to public transportation for any type of long distance travel. Trains and buses became crowded as a result of the huge numbers of servicemen and servicewomen travelling from one duty station to another.

The rationing of food had a great impact on the lives of average Floridians. As with gas, the government issued ration books authorizing the purchase of only a certain amount of various products per week. Beginning in April 1942, sugar was rationed, followed by coffee, meats, butter, canned goods, dried peas and beans, and a variety of other products. In addition to food, consumer products like shoes and clothing were rationed or restricted. Alcohol was not rationed but it remained in chronically short supply.

Most Floridians tried to abide by the often confusing government regulations, although a thriving black market developed. Malcolm Johnson, Tallahassee correspondent for the Associated Press during World War II, later commented that "[T]here was a lot of favoritism. If you were a good customer, the butcher had something for you that didn't show

in the case. And the filling station could find a way to give you more gas and new tires." Black marketeering could never be eliminated, but the federal government's rationing plans helped direct the nation's resources to the more rapid defeat of Germany, Italy and Japan.

During the war, there were no direct land attacks against the East Coast of the United States by any of the Axis powers. Florida, however, was prepared for just that possibility. Governor Fred Cone had created the State Defense Council in November 1940 to organize civilian preparedness and defense throughout the state. The state legislature officially authorized and funded the council the following year. Spessard Holland, who took office as Florida's 28th governor in January 1941, served as the council's chairman, with George L. Burr, Jr., as executive director. The council consisted of divisions that dealt with industry and material resources; labor and personnel; civil protection; fire protection and water supply; agriculture; food; health and housing; communications and transportation; power and fuel; finance and budget; home community service; and information, education and morale. The many functions of the council included promoting the sales of war bonds and stamps; providing information on rationing; fighting against the black market; promoting the planting of victory gardens; working with Florida farmers to increase agricultural production and to provide adequate farm labor; administering a "Florida Fights Inflation" program; helping regulate blackouts and dimouts; conducting air raid drills; providing guards for airports and regulating anti-sabotage measures; recruiting nurses; working to regulate "juke joints" and eliminate prostitution and venereal disease; organizing a guide service to assist the military; promoting salvage activities, scrap and paper drives, and the collection of women's hosiery; forming youth groups; advocating car pooling and headlight

and speed restrictions; and the establishment of a child care program.

Following the mobilization of the Florida National Guard in 1940 and 1941, a Florida Defense Force, later known as the Florida State Guard, was established to assume the duties of the departed National Guard. By 1943 it numbered 2,100 men in 36 units. Other Floridians served as air raid wardens, airplane spotters, and civil defense wardens. Civilian yachtsmen formed coastal patrol organizations and others volunteered to help the Coast Guard patrol the thousands of miles of unprotected beaches. The state's vulnerable position became evident shortly after Pearl Harbor. In early 1942 German submarines opened an offensive against the virtually undefended Allied shipping lanes along the East Coast. Before the carnage was over, nearly 400 ships had been sunk, and thousands of lives lost. Dozens of ships were torpedoed just off Florida's Atlantic Coast and others in the Gulf of Mexico. German submarine skippers used the lights of coastal cities to silhouette their targets. Increased escort and antisubmarine patrols by ships and blimps of the U.S. Navy and Coast Guard, as well as by private vessels requisitioned into government service eventually improved the situation off the East Coast, and the number of sinkings

declined dramatically. However the U-boats maintained a continued presence in Florida waters. In July 1943, an American blimp was shot down by a German submarine in waters off the Florida Keys.

By 1944 it was evident to most Floridians that the war had turned in favor of the Allies. Continued advances in the Pacific, and the invasion of Nazi-occupied Europe in June confirmed this fact. In the November 1944 state elections, Democrat Millard Caldwell won the governorship. In his opening address to the legislature in April 1945, he emphasized postwar development and economic issues, indicating that many were looking forward to the end of the war and to Florida's role in the postwar era. In the spring of 1945 peace finally came to Europe, and Floridians joined the country in celebrating V-E Day on May 8, 1945. Still, they knew that Japan remained to be defeated. Fears of a costly Allied invasion of the Japanese home islands proved unfounded when in August, shortly after the explosion of atomic bombs on Hiroshima and Nagasaki, Japan agreed to surrender terms. "Peace Comes to World," announced the *Florida Times Union* on V-J Day August 15, 1945, while the *Fort Lauderdale News and Evening Sentinel* reported on the city's joyous celebrations as a result of victory over

the "Nipponese." Another round of celebrations hit the state after the formal Japanese surrender on September 2, 1945.

At the end of the war, thousands of Florida veterans returned home, while many wartime plants or shipyards closed or severely curtailed their operations. Though most military bases closed with the war's end, others remained operational, contributing to the postwar growth of a number of Florida cities. Florida's tourist industry continued to expand, and large numbers of veterans who had trained in the state would return here to live after the war. The state's minority population, meanwhile, pressed for equal rights, and Floridians would be on the frontline of the later civil rights movement. In the postwar years Florida grew into the most populous state in the Southeast and one of the largest in the country. Floridians of the mid-20th century could look back with pride on the efforts and sacrifices they had made during the war, while looking forward to the dramatic challenges and opportunities facing the state in the future.

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NORTHWEST

FRANKLIN COUNTY

CARRABELLE

Camp Gordon Johnston

U.S. Highway 98

One of the most important military bases in Florida, thousands of soldiers were trained in amphibious operations at Camp Gordon Johnston, located on the Gulf Coast 60 miles southwest of Tallahassee. In early 1942, the U.S. Army created an Amphibious Training Center (ATC) administered by the Army Ground Forces Command. The first such center was to be established at Camp Edwards, Massachusetts, with plans to later move to a training camp in Florida. Army officials eventually selected the small fishing village of Carrabelle as the site of the new facility. One hundred sixty-five thousand acres of land were purchased or leased, with clearing and construction beginning in July 1942. The base, known first as Camp Carrabelle and later as Camp Gordon Johnston after a Philippine Insurrection Medal of Honor recipient, stretched for some 20 miles along the Gulf Coast. The camp's cadre arrived in September and October 1942 and began preparations for receiving the first trainees. The 38th Infantry Division reached Camp Carrabelle in late November. Other divisions to follow included the 28th and the 4th Infantry Divisions. Living conditions at Camp Gordon Johnston were particularly crude. Most of the troops lived in tents or prefabricated barracks with sand floors. Hazards included snakes, wild hogs, mosquitoes, sand fleas, flies, and chiggers. Ironically, a cold winter in 1942-1943 also affected the soldiers, who had expected to enjoy a warm tropical climate. General Omar Bradley, who commanded the 28th Division, called the camp, "the most miserable Army installa-

tion since my days in Yuma, Arizona, ages past," and went on to say, "the man who selected that site should have been court-martialed for stupidity." In letters home, a camp trainee simply referred to it as, "Hell-by-the-Sea."

The training also proved rugged and dangerous, particularly for Bradley's division. During a March 1943 training exercise, 14 men of the 112th Infantry Regiment died when the coxswain of their landing craft inadvertently disembarked the men into deep water. The army disbanded the ATC in June 1943, but three months later Camp Gordon Johnston was designated an Army Service Forces (ASF) training center. During this period the base was home to more than 30,000 troops. Airborne exercises were conducted in the area by paratroopers from Fort Benning, Georgia. The camp housed German prisoners of war who worked in the camp, on nearby farms, and in the lumber industry. For the next two years a steady stream of small boat crews and amphibian truck companies passed through the camp. They

trained on the revolutionary amphibious vehicle called the DUKW, which proved invaluable during the ferocious battles in the Pacific. African-American soldiers made up a large percentage of the troops that trained at Camp Gordon Johnston during this period. Many complained of substandard treatment, both at the camp and in Tallahassee. Tensions ran high, leading to several racial disturbances in the capital city in 1944 and 1945.

Training continued until Japan agreed to surrender terms in August 1945. News of the surrender "hit Camp Gordon Johnston like a delayed action bomb." Over the next two years the camp was dismantled and the leased acres returned to their owners. Officially closed in March 1946, a few structures and other evidence remains of what was the largest community in the region during the war. A Florida Historical Marker, located on U.S. Highway 98 in Carrabelle, commemorates those who served at Camp Gordon Johnston. Contemporary maps locating select base sites are available at the Camp



The DUKW amphibious truck.

ROCKET TESTING IN FLORIDA

Toward the end of World War II, Eglin Army Air Field in the Florida Panhandle became the site of an unusual series of experiments to test the vulnerability of German V-1 rocket launching ramps. Known as Operation Crossbow, the program began in early 1944 when the Allies discovered unusual structures being built along the coast of German-occupied France. Intelligence sources indicated they were launching ramps for German V-1 rockets. To determine the best tactics for destroying the structures, General "Hap" Arnold ordered the construction of a replica at Eglin Field.

Later in 1944, the Allies obtained parts of salvaged V-1s, which were brought to the United States and used in construction of a working copy, which became known as the JB-2. Eventually the U.S. military ordered some 75,000 JB-2s, of which 1,300 were actually produced. Test launches near Destin and on Santa Rosa Island continued from 1944 until 1946.

After the war, the U.S. military experimented with captured German V-2 rockets while attempting to develop the first large scale, liquid-propelled, two-stage rocket. Additional missile tests took place at Cape Canaveral over the next several years. The first test launches took place in New Mexico in May 1948. The National Aeronautics and Space Administration would later begin operations at Cape Canaveral.

Gordon Johnston Museum in Carrabelle. A reunion of veterans who served there is held each year.

Camp Gordon Johnston Museum **302 Marine St** **(850) 697-8575**

Operated by the Camp Gordon Johnston Association, the museum exhibits its U.S. Army artifacts, photographs related to camp activities and the base newspaper, *The Amphibian*.

OKALOOSA COUNTY

VALPARAISO

Air Force Armament Museum **100 Museum Drive** **Eglin Air Force Base** **(850) 822-4062**

Founded in 1985 on Eglin Air Force Base, this facility's mission is to exhibit and interpret the military history of Eglin and the armed forces in general. To that end, over 15 acres of outdoor exhibit area and a 28,000-square-foot museum building are utilized. World War II-related exhibits include a P-51 Mustang, B-17 Flying Fortress, B-25 Mitchell, P-47 Thunderbolt, and a V-1 "Buzz Bomb" replica.

Eglin Army Air Force Base

The Valparaiso Bombing and Gunnery Base was established in June 1935 as a range for Maxwell Field, Alabama. In August 1937 it was

redesignated Eglin Field to honor Lt. Col. Frederick I. Eglin, a U.S. Army Air Corps pilot killed in January 1937. Eglin was selected as the site of an aircraft armament proving ground, and in 1940 it received the 384,000-acre Choctawhatchee National Forest from the U.S. Forestry Service for that purpose. With the activation of the Air Corps Proving Ground in 1941, Eglin became a major research and development (R&D) facility consisting of laboratories, technical buildings, test centers, and traditional base infrastructure. By the end of WWII, Eglin was the second largest air facility in the United States. Training for the Tokyo Raid by Lt. Col. Jimmie Doolittle's B-25 strike force took place at Eglin in March 1942 on specially marked runways. In early 1944, nine concrete and brick structures were constructed to replicate German V-1 missile launch sites on the coast of France. Using these as targets, military personnel developed tactics and techniques designed to destroy the Nazi installations. This site was identified as Crossbow (code name for Royal Air Force operations against the V-weapons). Two National Register of Historic Places sites at Eglin are identified as JB-2 (Jet Bomb) Mobile Launch sites for the first American copy of a German V-1 rocket. Working from a salvaged V-1



Camp Gordon Johnston, Carrabelle

bomb, American scientists created a new design within three weeks. Tests were conducted from Eglin in early 1945. As with many other facilities during the war, Eglin hosted up to 300 German prisoners of war (POWs) in a camp near DeFuniak Springs and Crestview. One of several Camp Gordon Johnston branch POW camps, Germans worked at clearing fields, preparing railroad track beds, and warehousing duties. Following the surrender of Germany in May 1945, German V-2 rockets were evaluated at this facility. Eglin Air Force Base (portions NR listed 1998) today belongs to the Air Force Materiel Command. The Air Armament Center is the host unit. Covering 724-square-miles of reservation and 97,963 square miles of water, Eglin is one of the largest Air Force bases in the world.

**Eglin-Hurlburt Field Airdrome
U.S. Highway 98
Hurlburt Field**

Construction began on Eglin Auxiliary Field #9 in March 1941. The military occupied the facility, named Eglin-Hurlburt Airdrome in honor of Lt. Donald Wilson Hurlburt, a WWII Distinguished Flying Cross recipient who survived numerous combat missions only to die in a test flight crash at Eglin in March 1943. Located six miles west of Eglin, Hurlburt served as headquarters for the Electronic Section of Air Proving Ground Command. Radar countermeasure training took place here as well. Hurlburt rates special distinction because of its size and the significance of the commands stationed here. As the home of the U.S. Air Force Special Operations Command, public access to this facility is restricted. Hurlburt Field Memorial Air Park, located adjacent to Hurlburt Field, is publicly accessible after first checking with the base security at the gate. Dedicated to all air commandos, a WWII Air Commando/Chindit memorial is present along with a memorial to Explosive Ordnance Men and a Missing in Action Memorial. Aircraft of WWII vintage on display from the

Air Force Museum are the C-47 Skytrain, the B-25 Mitchell, and the A-26 Invader. For information about base access contact the 16th Special Operations Wing Public Affairs Office at (850) 884-7464.

CRESTVIEW

**Okaaloosa County Veterans
Memorial**

198 North Wilson Street

This 14-ton, black onyx wall bears the names of 200 people killed on active duty who either lived in Okaaloosa County or trained at Eglin, Hurlburt or Duke Field.

**SANTA ROSA
COUNTY**

MILTON

NAS Whiting Field

**USS Essex Street (off Highway)
Public Affairs Office**

Commissioned July 16, 1943, as an auxiliary to NAS Pensacola, Whiting Field took its name from Naval Aviator #16, Captain Kenneth Whiting. Coming from squadrons at both NAAS Saufley Field and NAS Pensacola, the new aviators took up residence in tents. Constructed on 2,920 acres of agricultural land, Whiting's complement eventually grew to 3,300 officers and enlisted men, women and students. Training took place using SNBs, SNJs, and PBYs. WAVES operated Link Trainers to simulate flight conditions while on the ground. Outlying fields to NAS Whiting included Choctaw, Holley, Milton "T," and Pensacola airports. German POWs from the Army facility at Camp Rucker, Alabama, arrived at NAS Whiting in July 1945 for duty on construction and soil erosion projects. As many as 225 prisoners worked here until March 1946. Little evidence of the WWII site remains at NAS Whiting Field, home of Training Air Wing Five. Permission from the base public affairs office is necessary for public access.

DOOLITTLE RAID

On April 18, 1942, 16 American B-25 bombers led by Lieutenant Colonel James H. Doolittle took off from the aircraft carrier *Hornet* to bomb Japan. It was one of the first offensive actions of the war and raised American morale at a time when it was desperately needed.

Following the attack on Pearl Harbor, senior American military officials explored the possibility of a retaliatory raid on Japan. Lieutenant Colonel Jimmy Doolittle, a World War I veteran who had earned fame between the wars as a test pilot and air-racing champion, was ultimately selected to lead an attack by flying land-based medium bombers from an aircraft carrier. Doolittle recommended using the Mitchell B-25, and in an experiment in early February 1942, two B-25 bombers successfully took off from the *Hornet*, proving the plan was feasible. In late February and early March, planes and personnel from Pendleton, Oregon, flew to Eglin Field, Florida, for training. Over the next several weeks the crews trained at one of Eglin's auxiliary airfields, while their aircraft were being modified. By the end of their training, the pilots were able to take off using only 350 feet of runway.

Doolittle and his men left Florida for the *Hornet* on March 23 and were launched from her deck on April 18. They attacked Tokyo and a number of other Japanese cities before bailing out or crashing in China. The raid shocked Japan and greatly improved American morale, coming after months of defeat in the Pacific.



JACQUELINE COCHRAN

Aviator Jacqueline Cochran was born in 1906 near Pensacola. In the early 1920s, while working at Saks Fifth Avenue in New York City as a beautician, she met her future husband Floyd Bostwick Odum, who encouraged her to learn to fly. By the late 1930s, she had established herself as one of America's leading female pilots, winning the transcontinental Bendix Race in 1938. In July 1941, Cochran went to London to observe how England was using women pilots. On her return to the U.S., President Roosevelt asked her to find ways to use female pilots in the U.S. Army Air Corps. The following summer, Cochran returned to Britain with 25 American women who helped ferry planes for the British Air Transport Auxiliary. Soon, General Henry "Hap" Arnold asked her to establish a program to train American women to fly. In August 1943, Cochran formed the Women's Airforce Service Pilots (WASPs). Although it was a civilian organization, Cochran and her pilots trained B-17 turret gunners and staff pilots, test flew airplanes and ferried planes across the country. The WASP program was dismantled in December 1944. For her role in the WASPs, Cochran was awarded the Distinguished Service Medal.

ESCAMBIA COUNTY PENSACOLA

Barrancas National Cemetery
(NR listed 1998)
80 Hovey Road
(850) 453-4846

One of five national cemeteries in Florida, this 55-acre facility became a national cemetery in January 1868. It is administered by the U.S. Department of Veterans Affairs. British aviators who lost their lives while in training at NAS Pensacola during World War II are buried there and their comrades-in-arms commemorate their memory every spring. In addition, veterans of the decisive WWII Leyte Gulf naval battle placed a commemorative time capsule and plaque on the cemetery grounds.

"Chappie" James House
(NR listed 2000)
1606 North Martin Luther King Boulevard

Born in this house on February 11, 1920, Daniel "Chappie" James, Jr., became the first African-American, four-star general in the history of the United States military. General James attended his mother's school on this site and, after graduation from Washington High School in 1937, attended Tuskegee Institute in Alabama. While there, General James completed instruction in the Civilian Pilot Training Program and then served as a civilian instructor in the Army Air Corps Aviation Cadet Program until January 1943. James received his commission as a second lieutenant in July 1943 after completing this same program. Fighter pilot training followed next at Selfridge Field in Michigan. He subsequently served as a pilot in both the Korean and Vietnam Wars. General James died in February 1978, shortly after his retirement as special assistant to the chief of staff, U.S. Air Force.

Fort Barrancas (NR listed 1966)
NAS Pensacola

Managed by the National Park Service as part of the Gulf Islands National Seashore, the first fort was built by the British on this site in

1763. The United States began construction of forts at all major harbors after the War of 1812. Work on Pensacola harbor defenses began in 1829 and continued for 30 years. With the development of ironclad ships and rifled cannon during the Civil War, masonry forts of this design became obsolete. Developed as an artillery-training center prior to World War II, the 13th Coast Artillery Regiment occupied this site when the Japanese attacked Pearl Harbor. Supported by modern coastal defense batteries constructed near Fort Pickens and the ruins of Fort McRee, Fort Barrancas served as the headquarters for this area of the coastal defense system. As Allied military successes continued, by late 1942 the post focused on training artillery units. Removal of all guns and equipment occurred in 1946 and the fort was deactivated in 1947. Reopened in 1980 by the National Park Service, this site is open to the public on a regular schedule.

Fort Pickens (NR listed 1972)
Santa Rosa Island
(850) 934-2600

Constructed on the western edge of Santa Rosa Island between 1829 and 1834, Fort Pickens is the largest of four forts designed to defend Pensacola after the War of 1812. With the evolution of weaponry and tactics following the Civil War, construction of a number of coastal defense artillery batteries took place near this site. The last two batteries, completed in 1943, were never armed because of the favorable progress of the war. Fort Barrancas, on the mainland, served as headquarters and principal barracks facility for the 13th Coast Artillery Regiment. The tower at Battery Worth served as Harbor Entrance Control Post and Harbor Defense Command Post and the Fort Pickens area provided a checkpoint for coastal convoys. Closed in 1947, this area is now part of the National Park Service Gulf Islands National Seashore.

**John C. Pace Library
University of West Florida
11000 University Parkway
(850) 474-2492**

The Special Collections Department of the John C. Pace Library provides reference services to research materials which document the history and development of Pensacola and the West Florida region from earliest settlement to the present time. This is the largest West Florida research collection and a major repository dealing with Florida and the Gulf Coast region. World War II materials in the collection include base newspapers, yearbooks, photographs, and a civilian component, including school scrapbooks.

**NAAS Corry Field
640 Roberts Avenue**

Originally constructed in 1923 on a site north of Pensacola, relocation became necessary with the city's encroachment on the base. Following the donation of 530 acres from Escambia County, the U.S. Navy dedicated Corry Field on November 1, 1928. This designation honored Quincy native and Medal of Honor recipient Lt. Cmdr. William M. Corry, Jr., Naval Aviator #23, who was killed while attempting to save a fellow aviator from a burning plane. One of the first fields with hard-surfaced runways, Corry Field became an

Auxiliary Base Field under the Naval Air Training Center in 1934. With the buildup to WWII, primary training of American and British pilots took place at Corry and anti-submarine patrols, air-sea rescue, and target tow planes flew from this site. In addition, naval aviators received training in dive-bombing and torpedo bombing at this site. Corry Field operated the Instructors School for NAS Pensacola until August 1943. With six outlying fields in 1944, the station complement consisted of over 2,500 officers, enlistees, and students. Planes operated from this site included SNBs, R4Ds, R50s, PBY Catalinas, and a J2F and SNV. Access to Corry Field is restricted to persons who have obtained prior approval.

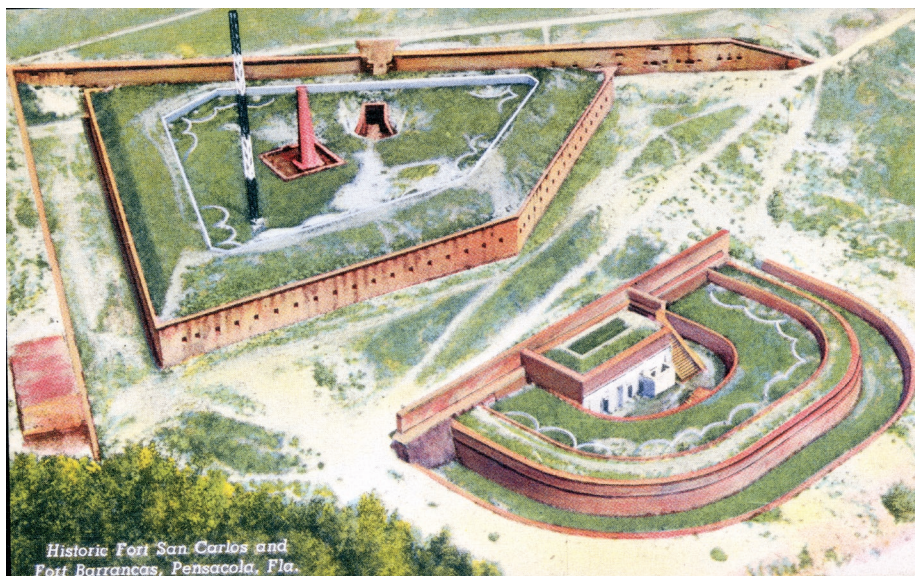
**NAAS Saufley Field
6490 Saufley Field Road**

Originally known as Felton's Farm Field, this site later became NAAS Saufley Field in 1939 to honor Lt. Junior Grade Richard Caswell Saufley. Naval Aviator #14, Saufley died in 1916 in an airplane crash off Santa Rosa Island while attempting an endurance record. NAAS Saufley began operation in August 1940 as an auxiliary field to NAS Pensacola, with training on SNJ Texans and Link trainers beginning in November 1940. Home to both flight instructor and fighter pilot training, activity

DEATH FROM THE AIR

Members of the Cosson Family lived on farmland southwest of DeFuniak Springs. On the evening of August 11, 1944, they gathered at the home of Jim Cosson, just one-half mile east of Eglin Army Airfield. The sound of bombs at nearby training ranges was a frequent occurrence. As the family gathering broke up, the sound of approaching engines could be heard. The Cossons ran for cover, but before they could reach safety a number of bombs exploded around the family. Jim Cosson and his son were killed instantly. Alfred Cosson was running with his niece Winnie Lee when a bomb exploded between them, killing him instantly. Winnie Lee suffered a fatal head wound. Fragments seriously wounded four others, including young David Cosson, who lost a leg and was paralyzed. The survivors were rushed to a nearby civilian hospital and then to the base hospital at Eglin Airfield.

The military later concluded that a mechanical error had caused a delay in the release of several bombs. After the war, the government provided only modest financial assistance to the family. In 1980, Congress passed a bill providing David Cosson, the most seriously injured survivor, a yearly payment. While other training accidents took place in Florida, the Cosson tragedy was the worst of the war.



Fort Barrancas, Pensacola

increased to seven days a week and around the clock by the time of the attack on Pearl Harbor. Commissioned a naval auxiliary air station on March 1, 1943, training was provided to aviators from Allied nations as well as those of the U.S. Before flight training demands slowed near the end of 1944, the number of aircraft reached a peak of nearly 160. With a 1944 station complement of 1,800 officers and students, facilities were strained. Saufley continues in use as a restricted access training facility for naval aviators and is the home to a Federal Prison Camp.

**NAS Pensacola (NR listed 1976)
190 Radford Boulevard**

NAS Pensacola has been described as both the “Cradle of Naval Aviation” and the “Annapolis of the Air” in recognition of its role in the history of naval aviation. First constructed in 1826 as a U.S. Navy Yard five miles south of Pensacola, this site was virtually destroyed during the Civil War. Despite reactivation after the war and activity during the Spanish-American War, the Pensacola Navy Yard closed in 1911. As the need for aviation training became more apparent, the Navy’s first Aeronautic Center opened in 1914 on the site of the abandoned Navy yard. As the naval aviation training facility during World War I, NAS Pensacola on Armistice Day in 1918 carried a

complement of 438 officers and 5,538 enlisted men. By war’s end, 1,000 seaplane and hydroplane aviators had been trained at this site. Aviation cadet training began in 1935 on Chevalier Field, named for early Naval Aviator #7, Lt. Cmdr. Godfrey D.G. Chevalier. Flight instructor training began at this site in 1940. With the entry of the United States into World War II, flight instruction increased to 2,500 students per month from a pre-war level of 800. NAS Pensacola played a key role in the Navy’s war efforts. Flight training was provided on such aircraft as OS2U Kingfishers and PBY Catalinas. NAS Pensacola served as home to the School of Aviation Medicine, the Naval Photography School, and the Aviation Metalsmith and Aviation Machinist Mates Class A School. Other commands operating from this facility during WWII were the Naval Air Transport Service and the Naval Air Ferry Command. NAS Pensacola and auxiliary fields trained over 28,000 naval aviators by the end of the war. Among those, 2,775 British and 59 French pilots received their wings. Naval aviators during WWII performed with a 14-to-1 aerial combat ratio and over 15,400 enemy aircraft destroyed. To memorialize the 4,000 British and Commonwealth aviators trained at NAS Pensacola, the Royal Air Force dedicated a monument

outside Building 624 in 1991. Access to specific sites within the compound is allowed to those persons presenting a valid photo identification. NAS Pensacola was designated a National Historic Landmark in 1976.

**National Museum of Naval Aviation
1750 Radford Boulevard
(850) 452-3604**

Established in 1962, the National Museum of Naval Aviation is one of the largest air and space museums in the world. Exhibits include over 140 restored aircraft representing Navy, Marine Corps, and Coast Guard Aviation. The West Wing is devoted to WWII carrier aviation and includes a full-size replica of the aircraft carrier *USS Cabot’s* flight deck. Several WWII aircraft including the Corsair, Dauntless, and Hellcat are on display. IMAX films can be viewed and a motion-based flight simulator is also available. The human side of naval aviation is presented through the extensive use of personal memorabilia. Researchers may use the Emil Buehler Naval Aviation Library on site.

**World War II Memorial
Adjacent to World War I and Vietnam War Memorials in Admiral Mason Park on Bayfront Parkway.** Designed by Bullock-Tice Architects and Capt. Bob Rasmussen of the National Museum of Naval Aviation, this memorial is composed of a large marble “II” with a bronze V-for-victory in the forefront. Five bronze life-size figures, located within the fifty-foot stone circle, honor the 16 million men and women who served on land, at sea, in the air, and at home during World War II.



WWII training aircraft displayed at the National Museum of Naval Aviation

JACKSON COUNTY

MARIANNA

Marianna Army Air Base
3689 Industrial Municipal Drive
Marianna Municipal Airport
(850) 482-2281

Beginning with the unpaved runways of the Marianna City Airport, the Pilot Training Command at Maxwell Army Airfield converted the field for pilot instruction purposes. Using the North American-built AT-6, advanced single-engine training began at Marianna in mid-year 1942. Several classes of 100 students would train at any one time. Airfields identified as Ellis #1, Malone #2, Bascom #3 and Alliance #4 served as training and auxiliary fields. A detachment of WACs served as instructors in the Link Trainer Department beginning in 1943. The community established USO facilities for both white and African-American servicemen. Adjacent to the Marianna Municipal Airport office is a monument dedicated to the personnel of this facility between 1942 to 1946.

BAY COUNTY

PANAMA CITY

Naval Section Base
Naval Coastal Systems Center
6703 West U.S. Highway 98
(850) 235-5317

Created as a Naval Section Base in 1942, this site became the U.S. Naval Amphibious Training Base, St. Andrews Bay before mid-1944. Although the base was deactivated in June 1945, the U.S. Navy Mine Countermeasures Station was established here in July 1945. This facility later

became known as the Naval Coastal Systems Station. Because this facility is an active military installation, prior arrangement with the Public Affairs Office is required to visit the base.

Tyndall Army Airbase

445 Suwannee Road

Tyndall Air Force Base

Named in honor of World War I flying ace and Florida native, Lt. Frank B. Tyndall, the first group of men arrived on base in August 1941. Eventually encompassing over 28,000 acres along the Gulf of Mexico, this site originated as a diversified gunnery school. Classes began in early 1942 with 8,000 graduates during the first year of operation. Hollywood movie idol Clark Gable received gunnery training here after attending Officer Candidate School in Miami Beach. Graduating in January 1942, Gable went on to combat duty in Europe. Another notable trainee, Detroit Tiger and future Hall-of-Famer Hank Greenberg, received his gunnery schooling at Tyndall, but to much less fanfare. Cadets from France and China also received gunnery training at this site. Students used shotguns in ground training, which evolved to moving target practice on the ground and ultimately in the air with sleeves towed by other aircraft. Although considered to be a B-24 Liberator base, much of the training employed the use of the B-17 Flying Fortress.

After the Allied victory, Tyndall became Tyndall Air Force Base, home to the 325th Fighter Wing. Accordingly, public access is limited to persons with advance scheduling.



ROY STANLEY GEIGER

Roy Stanley Geiger was born in Middleburg, Florida, on January 25, 1885, and attended the Florida State Normal School in DeLand before enrolling in Stetson University. Geiger received his LL.B. degree in 1907 and briefly practiced law before enlisting in the United States Marine Corps where he was quickly commissioned a second lieutenant. By 1916 he returned to Florida for completion of the Navy aviator's course at Pensacola. He served in World War I as part of the First Marine Aviation Force and earned a Navy Cross. After the war, Geiger was director of Marine Corps Aviation, and by the late 1930s commanded Marine Air Group One. With the outbreak of World War II, Geiger was sent to the Pacific, where he commanded the famous "Cactus Air Force" on Guadalcanal in late 1942. After staff duty in Washington, Geiger led Amphibious Corps I and III at Bougainville, Guam, Peleliu, and Okinawa. After the death of U.S. Army General Simon B. Buckner, Geiger was temporarily placed in command of the 10th Army, marking the first time that a U.S. Marine general was given command of a field army.

NORTH CENTRAL

ALACHUA COUNTY ALACHUA

Alachua County War Memorial Alachua County Criminal Courthouse

220 South Main Street

The Alachua County war memorial honors 330 citizens who have been killed in war or other hostile action. The names on the two slabs of black granite recognize veterans since the Civil War.

GAINESVILLE

Alachua Army Airfield Gainesville Regional Airport 3880 N.E. 39th Avenue

Constructed on the site of the Gainesville Municipal Airport, the Alachua Army Airfield began operations within months of the December 7, 1941, Japanese attack on Pearl Harbor. Part of the Air Technical Service Command, this site saw duty as an air support school of applied tactics and a primary flight school.

George A. Smathers Library University of Florida (352) 392-9075

The Special Collections of the George

A. Smathers Library includes the P.K. Yonge Library of Florida History and University Archives. Considered the state's preeminent Floridiana collection, it includes the papers of Spessard Holland, Florida's governor from 1941 to 1945. Miscellaneous collections include diaries, photographs, and other material from the war period. The University Archives also contains a collection of war-related photographs.

COLUMBIA COUNTY

LAKE CITY

NAS Lake City

Lake City Municipal Airport

U.S. Highway 90 East Airport &

Lake City Community College

Commissioned in December 1942, NAS Lake City was located on the site of the Lake City Flying Club airfield east of town. Established as one of several support facilities to NAS Jacksonville, this field was used to train Navy and Marine pilots in PV-1 Venturas and PV-3 Harpoons. Maximum complement at the station reached 290 officers and 1,150 enlisted personnel. As many as 200

WAVES were stationed here later in the war, serving in meteorological services, administrative support, and aircraft maintenance. The airfield southeast at Lake Butler served as an outlying field and Cedar Key, Alachua and Gainesville provided auxiliary fields. The Woman's Club and the Presbyterian Church opened their facilities for recreational use by servicemen during their training in the community. Operation terminated in March 1946. The former NAS site is today the home of Lake City Municipal Airport, Lake City Community College and TIMCO-Lake City aircraft maintenance facility.

MADISON COUNTY

MADISON

Four Freedoms Monument

Corner of Range and Base Streets (850) 973-2788

This monument is dedicated to the memory of World War II hero and Madison native, Army Air Corps Captain Colin P. Kelly, Jr, who was killed early in the war during a bombing mission against Japanese shipping. As a result of the mission,



Lake City Municipal Airport

Kelly posthumously received the Distinguished Service Cross. The Four Freedoms Monument derives its name from remarks made by President Franklin Roosevelt in his 1941 Annual Message to Congress. In that speech, President Roosevelt spoke of freedom of speech and expression, freedom of worship, freedom from want, and freedom from fear everywhere in the world. These became the fundamental ideals of American policy. Designed by Walter Russell and funded by the Women's National Institute, the monument was dedicated June 14, 1944. A Florida Historical Marker is located on this site. In August 2000, the U.S. Post Office in Madison was renamed to further honor Captain Kelly.

JEFFERSON COUNTY MONTICELLO

"Boots" Thomas Memorial West Washington Street

This monument, dedicated February 22, 1981, honors Marine Sgt. Ernest I. "Boots" Thomas and his fellow Marines for their role on Iwo Jima during WWII. The face of the eight-by-five-foot structure presents a relief of the raising of the first U.S. flag over Mount Suribachi on



**Four Freedoms Monument,
Madison**



UNIVERSITY OF FLORIDA

The University of Florida at Gainesville is one of the two oldest institutions of higher education in Florida. With the adoption of the military draft in 1940, and after U.S. entry into the war in December 1941, many students and faculty of the then all-male institution left for military service. Freshmen classes and overall enrollment declined sharply during the war. Over 10,000 University of Florida alumni served in the military. More than 400 are known to have died in the war, including two former student body presidents. Perhaps the most famous University of Florida alumnus was Paul Tibbets, pilot of the *Enola Gay*, which dropped the atomic bomb on Hiroshima.

To compensate for the dwindling number of students, the college administration entered into agreements with the U.S. government to train enlistees on campus, including an officer's candidate school and aircrew training program. Faculty members and graduate students took part in government research projects, including one that developed an electronic proximity fuse for bombs and artillery projectiles. In 1947, the Florida Legislature passed a law making the University of Florida coeducational.



**Mrs. Colin Kelly receives
a certificate honoring her
husband.**

COLIN P. KELLY, JR.

Colin P. Kelly, Jr., of Madison, Florida, died just three days after the American entry into World War II and posthumously received a Distinguished Service Cross (DSC). A 1937 graduate of West Point, Kelly was a B-17 pilot stationed in the Philippines in December 1941. On December 10, his plane was sent on a bombing mission to sink the battleship *Haruna*. Kelly's plane might have bombed a large transport or light cruiser, but neither sank. While returning to Clark Field, a Japanese fighter damaged Kelly's plane. He ordered his crew to bail out but was unable to exit the plane before it crashed. In the rush to publicize a rare American victory, the details of Kelly's sacrifice were misconstrued. Many Americans believed that he had received the Medal of Honor and some reports indicated that he had crashed his plane deliberately into the *Haruna*. In reality, Kelly received the DSC because of the belief that he had damaged or destroyed the *Haruna*, and because he stayed with his damaged plane until his crew bailed out.



ERNEST "BOOTS" THOMAS

Monticello resident Ernest "Boots" Thomas led the patrol that planted the first American flag on Iwo Jima's Mount Suribachi during the ferocious battle early in 1945. Unfortunately, this achievement would be overshadowed by a second flag raising later the same day.

"Boots" Thomas graduated from Monticello High School in 1941 and enlisted in the Marine Corps in 1942. His first combat was at Iwo Jima, the small, strategically vital island south of Japan. Thomas was a member of the 28th Regiment of the Fifth Marine Division, which captured Mount Suribachi. On February 23, 1945, Sergeant Thomas led a platoon sent to raise an American flag on its summit, an event photographed by Louis Lowery of *Leatherneck* magazine. Later that day a larger flag was raised, and the first flag carefully preserved. This second flag raising was immortalized by Joe Rosenthal in what became the most famous image of the Pacific War. Thomas was later killed in action on Iwo Jima. His family received the Navy Cross he had been awarded for his service. A monument honoring Thomas and the forgotten marines who raised the first flag over Mount Suribachi was placed in Monticello in 1981, along Highway 90, West Washington Street.

February 23, 1945. Thomas, a Monticello resident when he joined the Marine Corps in May 1942, received the Navy Cross posthumously for his combat service on Iwo Jima. He was killed in combat on March 3, 1945, just one week before his 21st birthday. The sidebar on page 16 provides further information on Earnest "Boots" Thomas.

TAYLOR COUNTY

PERRY

**Perry Army Airfield
Perry-Foley Airport**
U.S. Highway 19/98, Alt. 27 (south of Perry, use Forest Park Drive to the Forest Capital Museum and Airport Drive to Perry-Foley Airport)
Developed on 862 acres on the site of the Perry Airport, Perry Army Airfield became operational on June 9, 1943. As a sub-base to Dale Mabry Field in Tallahassee, this airfield operated under the authority of the 338th Fighter Group of the 3rd Air Force. Pilots received their final training in P-40 Warhawks, P-47 Thunderbolts, and P-51 Mustangs. With the close of hostilities, the last pilots left Perry AAF in September 1945. Deeded to Taylor County by the War Assets Administration in April 1947, the field reverted back to civilian aviation purposes. Present-day-use includes an industrial park and the Forest Capital Museum State Park.

An airplane hanger and a bunker are still present on the site of the airfield. A Florida Historical Marker recognizing the WWII significance of the site is present on Forest Park Drive at the entrance to the Forest Capital Museum.

LEON COUNTY

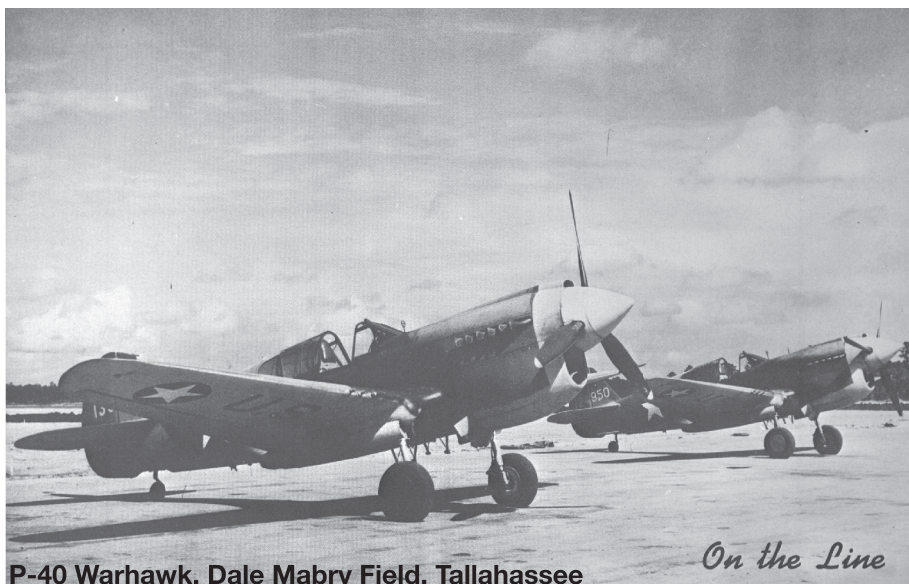
TALLAHASSEE

**Claude Pepper Library
Florida State University
636 West Call Street
(850) 644-9305**

Located in the Claude Pepper Center on the Florida State University campus, the Claude Pepper Library houses Congressman Pepper's personal and public papers, photographs, audiovisual recordings and memorabilia documenting his nearly 60-year career in public life, including his service in the United States Senate from 1937 to 1950. The collection reflects Pepper's involvement during this historic period, including WWII.

French World War II Monument 229 Lake Ella Drive

This concrete monument near the American Legion Post in Lake Ella Park is a road marker from "Liberty Way" road in France. It is a gift to the citizens of Florida from the people of France in gratitude for America's role in liberating France from Nazi rule.



P-40 Warhawk, Dale Mabry Field, Tallahassee

Dale Mabry Field Pensacola Street and Appleyard Drive

Through the political influence of U.S. Senator Claude Pepper and Florida Governor Spessard Holland, Tallahassee's Dale Mabry Field became a U.S. Army base on January 24, 1941. Local officials named the field in honor of Tallahassee native, Army Captain Dale Mabry, who died in a dirigible crash in 1922. Military activity began in October 1940 with the construction of a railroad siding and drainage improvements to overcome the swampy conditions at the site. Originally 530 acres, the airfield grew to 1,720 acres and 133 buildings during the course of the war.

Despite the closing of the field to general aviation, commercial airlines such as Eastern and National continued to use the field during the war and received runway preference over student pilots. Aircraft and trainees arrived in May 1941. The first aircraft consisted of P-39 Airacobras, P-40 Warhawks, and P-47 Thunderbolts. Training on the highly regarded P-51 Mustang did not occur at Dale Mabry until later in the war. Chinese and French cadets received training here in 1942 and 1944. In 1942, Lt. Col. Benjamin Davis's 99th Fighter Squadron, part of the famed " Tuskegee Airmen," received advanced training at Mabry Field. Training activity peaked in mid-1944 with the base complement averaging 1,300 officers, 3,000 enlisted men and women, and 800 civilian employees. Students used a gunnery base at Alligator Point and a bombing range at Sopchoppy on the Gulf for training. Placed on inactive status in July 1945, the former base property eventually became the home of Tallahassee Community College. A Florida Historical Marker stands on the southern border of the campus, at the edge of the old runway.



Governor Spessard Holland



Governor Millard Caldwell

FLORIDA GOVERNORS IN WORLD WAR II

Spessard Holland and Millard Caldwell served as Florida's war-time governors, guiding the state through the greatest conflict of the 20th century. Holland, a native of Bartow, served in the air service in France during World War I and began his political career after the war. He won the 1940 Democratic primaries, and faced no organized Republican opposition in the general election. During the war, Holland oversaw the activities of the State Defense Council, which administered all civil defense activities within Florida. Holland also worked with the federal government in the establishment of dozens of military installations throughout the state. In 1946, he was appointed to the U.S. Senate, a position he held until 1971.

In 1945, Millard Caldwell succeeded Holland as governor in the closing months of the war. Born near Knoxville, Tennessee, in 1897, Caldwell arrived in Florida during the 1920s. He served in both the Florida and the United States House of Representatives before running for governor. After close victories in the 1944 Democratic primaries, he easily defeated Republican Bert Acker in the general election and took office in January 1945. Caldwell subsequently oversaw Florida's explosive post-

war development, and served as president of the Council of State Governments. In 1962, he was appointed a justice on the Florida Supreme Court and was elected Chief Justice in 1967. Caldwell died in Tallahassee in 1984.

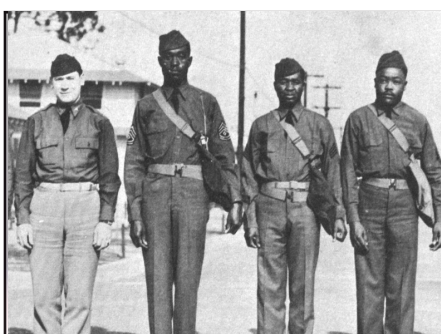
Several future Florida governors served in World War II. Fuller Warren, who served as governor from 1945 to 1949, was a Navy gunnery officer in the Atlantic, while Daniel McCarty, who was elected governor in 1952 and died in office in 1953, earned the Legion of Merit, Bronze Star, Purple Heart, and *Croix de Guerre* with the 7th Army in Europe. LeRoy Collins completed Daniel McCarty's term from 1954 to 1955, was reelected in 1956 and served until 1960. He was a naval officer during the war, as was Haydon Burns, governor from 1965 to 1967. Claude Kirk, Jr., enlisted in the United States Marine Corps after high school in 1943 and was later commissioned a second lieutenant. He served as governor from 1967 to 1971. Wayne Mixson enlisted in the Navy in 1942 and served aboard blimps on antisubmarine patrols. He served as governor for three days in 1987 when Bob Graham resigned to take the oath of office in the United States Senate.



FLORIDA STATE COLLEGE FOR WOMEN

Established in the 1850s as the Seminary West of the Suwanee the Florida State College for Women (FSCW) was authorized by the Florida Legislature in 1909. When World War II began, college administrators, worried about the 2,000 servicemen at nearby Dale Mabry Army Airfield, forbade students from leaving the campus after 6:30 p.m. except in groups of four or more. The administration ultimately allowed dances and musical events to which students could invite servicemen. After the U.S. entered the war, many male FSCW faculty enlisted or were drafted. A campus defense council taught classes in first aid, defense mechanics, radio code, and mapmaking, while victory gardens were tended across campus. A number of alums joined the armed forces and one, Marion Phillips of the Army Nurse Corps, died while on active duty.

In May 1945, the Westcott Tower chimes played "The Star Spangled Banner" in celebration of V-E Day. Buildings at Dale Mabry Field were converted into classrooms as part of the new Tallahassee branch of the University of Florida. In 1947, as hundreds of veterans used the GI Bill to attend college, FSCW became the coeducational Florida State University.



AFRICAN-AMERICANS IN WORLD WAR II FLORIDA

World War II provided new opportunities for Florida's African-American population and underscored the social, political, and economic inequalities under which they lived. World War II is often viewed as a catalyst for the civil rights movement of the 1950s and 1960s.

The war brought increased economic opportunities for black Floridians, thousands of whom worked in defense plants, shipyards, and military bases, and, for the first time, attained higher-paying positions previously reserved for whites. Thousands of African-American servicemen were stationed in Florida, and more than 50,000 black Floridians entered the service. One of the most famous black units of the war was the 99th Fighter Squadron, the Tuskegee Airmen, which trained for a time at Tallahassee's Dale Mabry Air Field.

During the war the NAACP won court victories that granted equal pay to black teachers, and blacks began to serve on juries in several Florida counties. After the 1944 Supreme Court *Smith v. Allwright* decision outlawed the white-only primary, large numbers of blacks registered and voted in post-war elections.

Florida's Medal of Honor Wall New State Capitol Building 400 South Monroe Street

The Medal of Honor is the highest award for valor in action against an enemy force that can be bestowed upon an individual serving in the Armed Services of the United States. The State of Florida recognizes and honors those who are credited, or associated by birth, to the State of Florida, who through their conspicuous bravery and gallantry during wartime, and at considerable risk to their own lives, were made recipients of the medal. The seven World War II Medal of Honor recipients are: Cecil Hamilton Bolton, Robert Edward Femoyer, David McCampbell, Thomas Buchanan McGuire, Jr., Robert Miller McTureous, Jr., James Henry Mills, and Alexander Ramsey Nininger.

Institute on World War II and the Human Experience 430 Bellamy Building Florida State University Campus (850) 644-9033

The Institute on World War II and the Human Experience originated in 1997 with a mission to preserve the memories and artifacts of the men and women who served in WWII. The Institute maintains a collection of diaries, letters, photographs, memorabilia, and comparable materials related to the everyday experiences of the participants in WWII. The largest and most significant collection is that of newscaster Tom Brokaw, author of *The Greatest Generation*, *The Greatest Generation Speaks*, and *An Album of Memories*. Brokaw donated his collection of letters and other materials used in research for these best-selling books. Access to the Institute is available to the public by appointment.

Leon County WWII Memorial Leon County Courthouse 301 South Monroe Street

This bronze piece, titled "Poppies," honors the service members of World War II. Nationally recognized sculptor W. Stanley "Sandy" Proctor cre-

ated this life-size statue depicting a WWII veteran paying tribute to his fallen comrades. Personalized bricks are incorporated as part of the memorial, located on the grounds of the Leon County Courthouse.

FLORIDA DEPARTMENT OF STATE

R. A. Gray Building
500 South Bronough Street

Florida State Archives State Library of Florida (850) 245-6700

The Florida Collection contains one of the most comprehensive collections of Floridiana. Books, manuscripts, maps, memorabilia, newspaper articles, and periodicals are among the 60,000 items in the collection. The Florida State Archives is the central repository for state government documents. It is mandated by law to collect, preserve, and make available for research the historically significant records of the state, as well as private manuscripts, local government records, photographs, and other materials that complement the official state records. The Florida State Defense Council records and the papers of the governors during

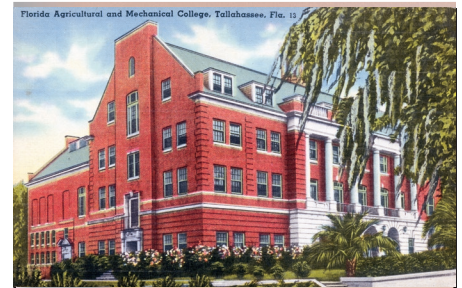
the war years are two valuable resources documenting the World War II history of Florida. In addition, the Florida Photographic Collection provides a wealth of images related to this period of Florida history.

Museum of Florida History (850) 245-6400

The Museum of Florida History collects, preserves, exhibits, and interprets evidence of past and present cultures in Florida. As the state history museum, it focuses on artifacts unique to Florida's development and on roles that Floridians have played in national and global events. The permanent exhibit, "Florida Remembers World War II" highlights Florida's participation in the war.

Florida World War II Veterans' Memorial

The focal point of Florida's World War II Veterans' Memorial is a 36-ton, granite pillar, carved from the same quarry, and an exact replica of the Florida monument that stands as part of the World War II Memorial in Washington, D.C. A walkway



FLORIDA AGRICULTURAL AND MECHANICAL COLLEGE

The Florida Agricultural and Mechanical University (NR listed 1996) began in 1887 as the State Normal College for Colored Students, and in 1909 became the Florida Agricultural and Mechanical College for Negroes. Between 1924 and 1944 the college grew to 48 buildings and 396 acres of land with 812 students and a staff of 122. The war disrupted life at Florida A&M as many faculty members and students left for military service or higher-paying wartime jobs. James R. Polkinghorne, Jr., was the first Florida A&M student accepted in the Army Air Forces, and the first FAMU student to graduate from the Tuskegee Army Flying School on February 16, 1943. Tragically, his plane was lost during a strafing mission to Sezze and Terracina, Italy in May 1944.

In 1942, the college constructed a new facility to train war workers. Training at the college's Division of Mechanical Arts qualified graduates for high paying defense-related jobs, while the Agricultural Division increased production of milk, butter, cream and other foods. The college received university status in 1953.





SHIPBUILDING IN FLORIDA

Florida companies produced a significant number of ships used in the defeat of Germany, Italy, and Japan. Panama City's Wainwright Shipyard built 108 ships, including standard Liberty Ships and those modified for transporting tanks, airplanes and tankers. Construction continued until the fall of 1945. In front of the port authority office is a granite memorial recognizing the contributions of the Wainwright Shipyard. In 1939 the Tampa Shipbuilding and Engineering Company secured a contract from the U.S. Maritime Commission to construct four cargo ships. Later known as TASCO, it was Tampa's largest employer by 1943. A second shipyard, Hooker's Point Yard, constructed cargo ships built with reinforced concrete. Firms in Jacksonville built Liberty Ships, minesweepers and patrol craft. Most prominent was the St. Johns River Shipbuilding Company, which, between 1943 and 1945, constructed 82 Liberty Ships and 12 tankers. In 1939, the Miami Shipbuilding Company received a contract to build the first patrol-torpedo boats for the U.S. Navy. Additional vessels were built in Pensacola and Orlando.



Wakulla Springs Lodge

of 67 plaques recognizes the contributions of each Florida county to the war effort. Dedication of the memorial is scheduled for November, 2004.

WAKULLA COUNTY

WAKULLA SPRINGS

**Wakulla Springs State
Park and Lodge (NR listed 1993)
550 Wakulla Park Drive
(850) 224-5950**

Adjacent to the archeologically and historically significant site of Wakulla Springs, the lodge was opened in September 1937 by Edward Ball. A

wealthy brother-in-law of Alfred I. duPont, Ball used this facility as his private retreat. During WWII, the facility became a recreational venue for officers and men from Camp Gordon Johnston near Carrabelle and Dale Mabry Field, Tallahassee. The lodge provided housing for families of Camp Gordon Johnston's officers, including the wife of General Omar Bradley. The fresh water spring provided the setting for a Grantland Rice Academy Award winning film, "Amphibious Fighters." The State of Florida acquired the lodge and property, now known as the Edward Ball Wakulla Springs State Park, in 1986.

Servicemen enjoy dinner on the grounds of Wakulla Springs Lodge.



NORTHEAST

NASSAU COUNTY

FERNANDINA BEACH

Fort Clinch (NR listed 1972)

Fort Clinch State Park

2601 Atlantic Avenue

(904) 277-7274

Fort Clinch was named for Seminole War General Duncan L. Clinch. Construction on the fort began in 1847. Although the fort was unfinished at the time of the Civil War, both Confederate and Union forces occupied it at different times during the conflict. Restored by the Civilian Conservation Corps in the 1930s, Fort Clinch became one of Florida's state parks in 1936. World War II-related activities

began at Fort Clinch in 1942 with the closing of the site to the public and placement of barbed wire entanglements around the fort. The United States Coast Guard operated a horse patrol of area beaches from the fort's southeast corner. Installation of a radio direction beacon on the east corner of the fort's storehouse by the U.S. Navy provided training assistance to seaplane pilots. The U.S. Army 209th Anti-Aircraft Coastal Defense Battalion operated there during 1941 and 1942. In 1943 and 1944, the 138th Anti-Aircraft Coastal Defense Battalion Florida National Guard operated 90 millimeter guns at various locations on Amelia

GERMAN SUBMARINE OFFENSIVE ALONG FLORIDA'S COASTS

At the outbreak of the war, the Navy Department had just a handful of ships and planes to defend the entire eastern U.S. coast and Gulf of Mexico. This small force proved inadequate. During the first seven months of the war, German U-boats sank nearly 400 U.S. ships, including nearly 40 off Florida's coast. Perhaps the most dramatic sinking took place on April 10, 1942, when U-123 torpedoed the tanker *Gulfamerica* off Jacksonville Beach. The resulting fiery explosion was clearly seen onshore and curious crowds gathered to view the ship's destruction. In response to the sinking, Florida Governor Spessard Holland ordered a blackout of lights that could be seen at sea and which could silhouette Allied ships and make them easy targets. The Navy's failure to act quickly and decisively in 1942 led to some of the heaviest maritime shipping losses in American naval history. Eventually, Navy combat ships were employed in convoy duty, anti-submarine craft were built, and the Civil Air Patrol assisted as spotters. Once these defensive measures were implemented, losses from U-boat attacks along the American coast declined dramatically in 1943 and virtually ended in 1944-1945.

For further information, please see "Ships Sunk by U-Boats" on pages 61-63.



MOTHBALL FLEET AT GREEN COVE SPRINGS

The Naval Air Station at Green Cove Springs was established in 1941 as an auxiliary base for Jacksonville Naval Air Station, becoming a naval air station in 1943. At the war's end, Green Cove Springs was selected to berth ships selected for deactivation.

The construction of berthing facilities began in December 1945 and lasted for several years. Some 100 deactivated ships were anchored in the St. Johns River waiting to be "moth-balled" or "zippered." Beginning in July 1947, these ships were moved into permanent berths and the preservation process commenced. About 500 ships were eventually "moth-balled" at Green Cove Springs. This procedure consisted of the sealing and protection of the vessel's hull, machinery, and armaments. Crews thoroughly cleaned, removed rust, and painted the vessels, sealed all openings, protected all equipment with lubricants, and set up dehumidification systems. The Florida Group, Atlantic Reserve Fleet at Green Cove Springs, was the largest of seven "moth-ball" fleets maintained by the Navy.

During the Korean War of 1950-1953, 175 ships "moth-balled" in Green Cove Springs were reactivated. Upon the conclusion of that conflict, many of these ships returned to the Reserve Fleet, which by 1960 numbered over 300 vessels. The Navy decommissioned the station in 1962.

Island. Every year on Memorial Day weekend, the Fort Clinch State Park hosts a WWII military display, which includes vehicles, field pieces, and firing demonstrations.

CLAY COUNTY GREEN COVE SPRINGS

**NAAS Green Cove
Clay County Port and Reynolds
Industrial Park**

**Southeast of Green Cove Springs
on State Road 16**

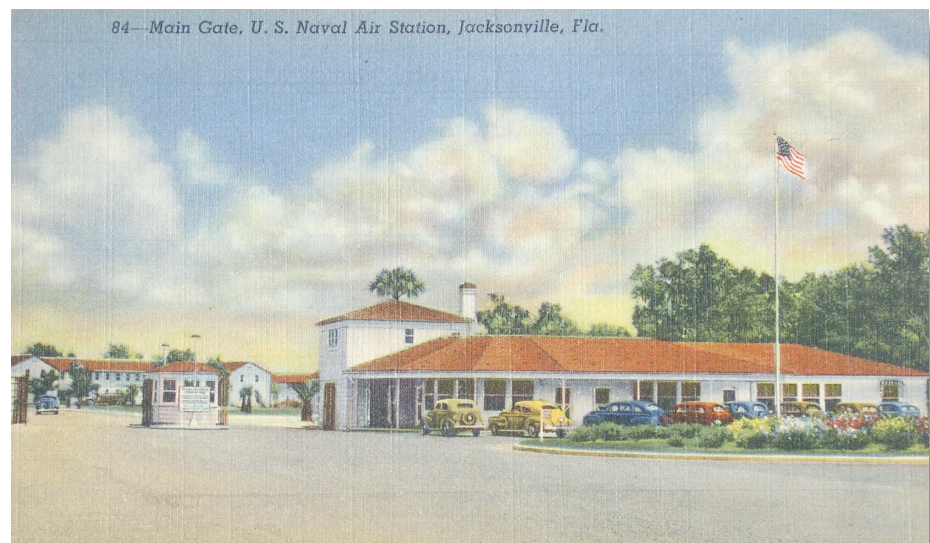
Lee Field opened in Green Cove Springs in March 1941 on the site of the municipal airport. Named in honor of Ensign Benjamin Lee, who lost his life in England during WWI, this field served as an auxiliary to NAS Jacksonville. Primary flight training in Stearman and Ryan Recruit aircraft occurred until July 1942. At that time basic training began using SNJs, Curtiss SNCs, and OS2U Kingfishers. In August 1942 an instructors' school and intermediate pilot training using 400 SNJs, F3Fs, and SNCs was present. Commissioned as NAAS Green Cove Springs in February 1943, the site continued to be known as Lee Field. Aircraft checkout and carrier qualifications using F4F Wildcats and F4U Corsairs began in May 1943. Outlying fields used were at St. Augustine, Switzerland, and Fleming Island with gunnery flights operating from Palatka.

The station complement numbered over 2,000 officers and enlisted men in March 1944. With the end of the war, NAAS Green Cove Springs became the Clay County Port and Reynolds Industrial Park. The construction of 13 piers in the St. Johns River provided dockage for a major U.S. Navy "mothball fleet." WWII-era structures remain in use on the site.

DUVAL COUNTY JACKSONVILLE

**NAAS Mayport Naval Station
Mayport Road (County Road 101,
east of Jacksonville)**

Originally planned as an aircraft carrier base, Naval Auxiliary Facility Mayport became active in March 1943 while still under construction. Initially serving to refuel and rearm aircraft from NAS Jacksonville, the base later received designation as a Sea Frontier Base providing maintenance and refueling of submarines. Formally commissioned a Naval Auxiliary Air Station in April 1944, Mayport became an Out-Lying Field to NAS Jacksonville. In this capacity, the station provided training overflow on gunnery and torpedo activities using Corsair aircraft. As many as 50 WAVES from NAS Jacksonville were stationed here at any one time and the U.S. Coast Guard Beach Patrol operated from this site.



NAS Jacksonville

The aircraft carrier stationed here provided actual take-off and landing experience for the cadets. Later in the war, NAAS Mayport was homeport for a minesweeping group. An anti-aircraft school and a degaussing school operated at this site as well. Deactivated by the Navy in 1946, NAAS Mayport was reactivated in 1948 and is the third largest fleet concentration area in the continental United States. As a closed base, access is granted only to groups having received prior approval through the public affairs office.

NAS Jacksonville Roosevelt Boulevard (U.S. 17)

In 1939, recognizing the need for an improved coastal air defense system, Congress acted on the recommendations of the Hepburn Board, and named Jacksonville the site of a naval air station. From October 15, 1940, to the close of World War II in August 1945, with construction costs in excess of \$68 million, NAS Jacksonville became one of the three largest naval air stations in the world. To establish the base, the City of Jacksonville acquired the site of the Florida National Guard's Camp Foster through a local bond issue. This station was originally intended for use as an operating and repair base, but the outbreak of the war in Europe quickly changed this plan. Primary pilot training began in January 1941 using N2S Stearmans. Within a few months intermediate training began on PBY Catalinas and SNJs. PBYs from this base became part of the Atlantic antisubmarine patrols during the war. Eventually the Naval Air Technical Training Center, the Naval Air Gunnery School and the Assembly and Repair Department operated from NAS Jacksonville. With a peak of 1,000 aircraft, two takeoffs and landings occurred each minute, around the clock, during 1943 and 1944. One of the primary economic factors in Jacksonville during the war, by 1945 NAS Jacksonville had 30,000 military and civilian employees and an annual payroll of \$247 million. The auxiliary fields

at Cecil Field, Green Cove Springs, and Mayport served the aviators from this station.

Camp Blanding transferred German POWs to NAS Jacksonville beginning in June 1945. Eventually a total of 1,614 prisoners worked on projects that included golf course construction and the removal of a railroad spur line. Housing POWs at a naval facility under the administration of the Army created an unusual arrangement.

Both Joseph Kennedy, Jr., and John F. Kennedy spent duty time at NAS Jacksonville. The former ambassador to England, Joseph P. Kennedy, pinned naval aviator's wings on his namesake on June 5, 1942. Later in the war, the future president and wartime PT boat captain, John F. Kennedy, received medical care in the base hospital.

With the victory over Japan in 1945, NAS Jacksonville assumed its new role as one of the largest separation centers in the country. Several of the facilities at NAS Jacksonville have been dedicated in honor of naval officers. Of these, facilities were named for WWII-era Admirals John Towers and Ernest J. King, Commander Andrew Crinkley, Ensign William Teouni, and ace pilot Roy Voris. This is a closed base with access allowed to groups of no more than 50 that have obtained prior approval through the Public Affairs Office.

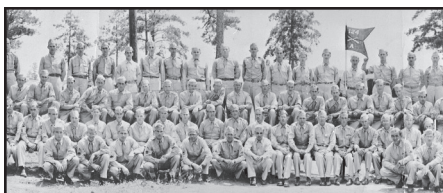
FLAGLER COUNTY MARINELAND

**Marineland (NR listed 1986)
9600 Ocean Shore Boulevard
(904) 460-1275**

The world's first oceanarium and underwater motion picture studio, Marineland opened on June 23, 1938, on a narrow strip of land between the Atlantic Ocean and the Intercoastal Waterway. With American military involvement in World War II, Marineland closed to the public in December 1941. The U.S. Coast Guard used the facility for train-

GENERAL JOSEPH W. STILWELL

The highest ranking officer from Florida to serve in World War II, General Joseph W. Stilwell commanded American forces in the China-Burma-India (CBI) Theater for much of the war. Stilwell's father was a New York native who in the early 1880s moved his family to Florida and ran a lumber business near Palatka. Joseph W. Stilwell was born on March 19, 1883. The boy subsequently lived with his family in Massachusetts and New York. He entered the United States Military Academy in 1900 and graduated four years later. Stilwell served several tours in the Philippines and first visited China, beginning his long association with that country. He served in France during World War I, earning the Distinguished Service Medal. Following the outbreak of hostilities with Japan, Stilwell was ordered to China as chief of staff to Chiang Kai-Shek and to command American forces in the CBI. With the defeat of Allied forces in Burma in 1942, the general won fame for his dramatic "walk-out" to India and his frank comments on conditions in the CBI. Over the next two years "Vinegar Joe" served in a number of demanding positions which forced him to perform as a diplomat as well as a soldier. His relationship with Chiang deteriorated, and in October 1944 Stilwell was recalled. The Florida native died in 1946.



FLORIDA NATIONAL GUARD

When World War II began, the Florida National Guard consisted of over 3,000 citizen-soldiers. After World War I, the Florida Guard quelled civil disturbances, assisted in relief efforts, and enforced health quarantines. After France fell in 1940, President Franklin Roosevelt urged Congress to institute the first peacetime draft in American history. He began federalizing certain National Guard units, including Florida's. The men's original one-year term of service was extended in the fall of 1941. Unless discharged sooner, most remained on active duty until 1945. To provide for Florida's protection, a Florida Defense Force, later known as the Florida State Guard (FSG), was established.

Florida's National Guard units were initially part of the Army's 31st Division. Camp Blanding, near Starke, was the division's mobilization and training site from late 1940 through the summer of 1941. The 31st Division saw combat at New Guinea and the Philippines. Elements of the Florida Guard's 124th Infantry Regiment, by then reattached to the division, earned Distinguished Unit Citations for their performance. At least 158 guardsmen died during the war.



Hotel Ponce de Leon, St. Augustine

ing combat dogs. Government-contracted research at Marineland on shark repellents resulted in the development of a product included in sea survival kits used by downed Army and Navy pilots. Count Ilia Tolstoy, one of the original founders of Marineland and grandson of Russian novelist Leo Tolstoy, left the facility during the war to become President Roosevelt's personal representative to the Dalai Lama in Tibet. After a \$250,000 restoration, Marineland returned to full operation as a tourist attraction in May 1946.

PUTNAM COUNTY PALATKA

Kay Larkin Field Kay Larkin Municipal Airport 4015 Reid Street

In October 1942, the Palatka City Commission named the newly constructed local airfield for the first Putnam County war casualty, Jaspar Kennedy "Kay" Larkin. Military activity began at this site in June 1943 when the U.S. Navy designated the field as an auxiliary to NAS Jacksonville. Gunnery flights were also conducted between Kay Larkin Field and NAS Green Cove Springs to the north. Returned to the city in 1946 by the War Assets Administration, the site resumed use as a civilian airfield.

In March 1980, an official memorial plaque was erected at the Kay Larkin Municipal Airport terminal entrance by the Putnam County Veteran's Council and the Spaceport Center Chapter of 99's, an organization of female flyers.

ST. JOHNS COUNTY ST. AUGUSTINE

Hotel Ponce de Leon (NR listed 1975) Flagler College 74 King Street (904) 829-6481

The present-day site of Flagler College, the Spanish Renaissance style Hotel Ponce de Leon opened in May 1887 as one of Henry Flagler's hotels. However, the Great Depression caused guest occupancy to decline 10 percent by 1932. Fundraisers for British relief efforts were conducted there prior to the United States entry into the war. With the virtual collapse of Florida tourism after Pearl Harbor, the owners of the Ponce de Leon were willing to lease the facility to the U.S. Coast Guard as a training facility. From 1942 to 1945, 2,500 recruits trained and resided in several of the St. Augustine resort hotels. The Hotel Monson and the Hotel Bennett also served the Coast Guard. With the Allied victory in August

1945, the Ponce de Leon returned to service as a luxury hotel. With the decline of tourist business, the hotel reopened as Flagler College in the late 1970s. Tours of the former hotel conducted by Flagler College include an exhibit which recognizes the United States Coast Guard training that took place there during WWII.

St. Augustine Lighthouse and Museum (NR listed 1981)
81 Lighthouse Avenue
(904) 829-0745

The St. Augustine Lighthouse first saw use in 1874. With striking black and white spiral bands, the lighthouse is still the tallest structure in St. Augustine. During World War II the United States Coast Guard stationed armed lookouts at the site, keeping one man on watch at the top of the tower at all times. The beacon's light was dimmed to prevent friendly ships from being silhouetted in the beam, when German U-boats patrolled the Atlantic. Today the lighthouse is maintained as a navigational aid. The St. Augustine Lighthouse and Museum is open to the public. A WWII Coast Guard barracks building on site serves as offices and an archaeology laboratory.

St. Augustine National Cemetery
104 Marine Street
(352) 793-7740

Located on the grounds of a Spanish Period Franciscan monastery, the property became a national cemetery in 1881. Remains of the soldiers killed with Major Francis Dade in the Second Seminole War in 1835 were moved to this cemetery in 1842 for reinternment. World War II soldiers are buried at this site, including some veterans who were disinterred in Belgium for reburial here. The site features a Florida Historical Marker commemorating "Major Dade and His Command."

World War II Memorial
Charlotte Street and Cathedral Place
 In memory of citizens of St. Johns County who gave their lives in mili-

tary service during World War II, the St. Augustine Pilot Club presented this memorial to the city in 1946. The six-foot-square masonry shaft, finished in shell-dash stucco, originally listed the names of only those who died during WWII. In later years, bronze plaques were added to include those who died in Korea and Vietnam.

CLAY COUNTY

STARKE

Camp Blanding
On State Road 16, 11 miles east of Starke

During World War II, more servicemen may have passed through Camp Blanding than any other training facility in the state. Many divisions and supporting units that helped win the war against Germany and Japan learned their trade in Camp Blanding's piney woods. In the early 1930s, the Florida National Guard trained at Camp Foster, located on the St. Johns River near Jacksonville. The Navy Department hoped to establish a Naval Air Station in the vicinity, and consequently the Army



St. Augustine Lighthouse

GERMAN SABOTEURS LAND ON FLORIDA COAST

In June 1942, as part of an ambitious German plan called Operation Pastorius, U-boats landed agents in Florida and on New York's Long Island to sabotage several aluminum plants and other targets. Eight men who had lived in America and spoke fluent English were recruited for the mission. After training near Berlin, the saboteurs crossed the Atlantic in U-boats. On June 13, 1942, four of them landed on Long Island, soon after encountering a Coast Guardsman, whom they tried to bribe. The American reported the incident, and an armed patrol soon uncovered a large cache of explosives and other equipment the saboteurs had buried. The Germans themselves had already boarded trains for New York City.

Meanwhile, the Florida group landed on Ponte Vedra Beach before dawn on June 17. This party consisted of team leader Edward Kerling, as well as Herbert Haupt, Werner Thiel, and Herman Neubauer. They buried their explosives and equipment, then boarded a bus for Jacksonville, where they spent the night before leaving for New York and Chicago. However, George Dasch of the New York band defected and contacted the FBI. Using his information the FBI soon rounded up the remaining men. A military court sentenced all to death, but Dasch's sentence was commuted to 30 years as was another informant's to life imprisonment. The others were executed on August 8, 1942.

CONSCIENTIOUS OBJECTORS

Conscientious objectors (COs) refused military service in World War II primarily because of religious convictions. Most of the 100,000 COs agreed to alternative service, which they performed in Civilian Public Service Camps established throughout the United States, including Florida. Some 6,000 COs who refused to perform any type of service, or who based their objections on political grounds, were jailed during the war.

Civilian Public Service Camps in Florida were located at Crestview (with an auxiliary camp at Milton), Jacksonville, Gainesville, Orlando, Tampa, Mulberry, and Miami. The COs usually constructed their own barracks and camp buildings, and experienced shortages of lumber and other materials. They often faced either overt or subtle hostility from local citizens who questioned their status.

Florida COs concentrated on eradicating hookworm and constructing privies to prevent soil contamination. At the Crestview Camp, COs constructed 262 privies, drilled 31 wells, dug 25 septic tanks, and screened 12 houses during its first year of operation. They worked on typhus experiments, isolated tuberculosis patients, tested dairy herds for disease, and experimented with low-cost housing techniques. They performed \$22 million worth of work for less than \$5 million. After the war, many COs volunteered for relief work in Europe and in Latin America.

agreed to give up Camp Foster if the Navy compensated the State Armory Board, enabling it to establish a new training site. The board selected a site in Clay County near Starke. It consisted of 30,000 acres, and was named after Major General Albert Blanding, a prominent Florida guardsman who commanded a brigade in World War I, and was then Chief of the National Guard Bureau. Initial construction began in 1939 with facilities erected to accommodate one brigade. In early 1941, when President Franklin Roosevelt mobilized the National Guard, the War Department leased the entire camp from the Armory Board and began construction of sufficient facilities to house two full divisions. Over 170,000 acres were eventually brought under the control of the camp by purchase or lease. Crystal Lake Air Base was located on the site. Historian Robert Hawk has written of early conditions at Blanding:

Since its land was lower than the water level of a nearby lake, the camp was a huge swampy sponge. Its dread-

ful and unfinished condition eventually became the subject of a congressional investigation, but the continually arriving soldiers needed a home and, led by the Division's engineers, they put in a drainage system and completed construction of the necessary buildings in just a few hectic weeks.

Described as Florida's fifth largest city, the camp was the site of training for more than 800,000 recruits between 1940 and 1945. Basic training and field training were provided for the 1st, 29th, 30th, 31st, 36th, 43rd, 63rd, 66th, and 79th Infantry Divisions. Other units included a variety of infantry regiments, cavalry regiments, tank destroyer battalions, field artillery brigades, field artillery groups, field artillery regiments, field artillery battalions, engineer regiments, and engineer battalions. In addition, 43 battalions passed through the camp during the latter stages of the war when it served as an Infantry Replacement Training Center. In January 1942,



Artillery practice at Camp Blanding, Starke

Camp Blanding became home to detained German citizens deported from Central America, and later that year, to German U-boat captives. Before the close of the war, Blanding would become the largest POW base camp within the state with upwards of 1,000 prisoners at any time. In 1945 the facility became a separation center. Reverting back to Florida National Guard control, Camp Blanding today is a military installation in excess of 70,000 acres serving the training needs of National Guardsmen and Army Reserves.

Camp Blanding Museum and Memorial Park

On State Road 16, 11 miles east of Starke

(904) 533-3196

Located in a WWII-era military barracks building, this Florida National Guard-operated museum is dedicated to the history of Camp Bland-

ing. Founded in 1990, the museum's mission is to collect artifacts and archival materials to preserve the history of the camp and the veterans and units that are a part of Blanding's past. Interior exhibits deal with the role of Camp Blanding as a major U.S. Army training center and include WWII Allied and Axis infantry weaponry, as well as photographs and documents from that period. Visitors to the grounds will find numerous WWII-era vehicles including an M4 Sherman Tank, M3 Half Track, and a M16 Half Track. Located in the Memorial Park is the Florida Regimental Memorial, dedicated to the service and memory of Florida National Guardsmen. Monuments to all major Army units that trained at the camp are present in the park. Expansion is underway to allow the facility to include exhibits related to the Korean, Vietnam, and Persian Gulf wars.



GERMAN PRISONERS OF WAR IN FLORIDA

During World War II, about 378,000 German and Italian prisoners were sent to prisoner of war (POW) camps in the United States. Florida, with its military bases, warm climate, and agriculture and lumbering activity, was an ideal location for prisoner of war camps, and about 10,000 German prisoners were eventually incarcerated in the state.

The two major camps housing German prisoners were Camp Blanding and Camp Gordon Johnston. Beginning in 1942, some 7,500 prisoners were held at Blanding and at 20 branch or side camps. Starting in 1944, 2,500 prisoners were confined at Camp Gordon Johnston and its three branch camps.

Enlisted personnel worked in a variety of positions inside and outside the camp, and noncommissioned officers performed supervisory functions. German officers and noncommissioned officers maintained discipline inside the compounds. This often led to confrontations between Nazis, members of U-boat crews or the Africa Corps, and anti-Nazis, as well as between ethnic Germans and non-German prisoners.

Souvenir pillow cover sent to friends and family





**ROBERT M.
MCTUREOUS, JR.**

Ultimately a Medal of Honor recipient, Robert M. McTureous, Jr. was originally classified 4F by his local draft board. McTureous personally financed two operations to correct a physical condition which, once corrected, altered his draft status. Private McTureous enlisted in the Marines in 1944 and was mortally wounded June 7, 1945 on Okinawa. The Medal of Honor citation reads, "By his fearless initiative and bold tactics (Private McTureous) . . . succeeded in neutralizing the enemy fire, killing six Japanese troops and effectively disorganizing the remainder of the savagely defending garrison." He is buried in the Glendale Cemetery in Umatilla. His boyhood home, an early 19th-century Cracker home located in Altoona on State Road 19, is now the McTureous Homestead and Museum.

His Medal of Honor is exhibited at the Lake County Museum in Tavares.

CENTRAL

LAKE COUNTY

ALTOONA

McTureous Homestead and Museum

**42118 State Road 19
(352) 669-2288**

The McTureous Homestead and Museum features an early 19th-century Cracker home that is the boyhood home of U.S. Marine and World War II Medal of Honor recipient, Robert M. McTureous, Jr. Many of McTureous' medals and other personal effects are on display in the museum's Military Room. Adjacent to the home is the McTureous Memorial Park.

HIGHLANDS COUNTY

AVON PARK

Avon Park Bombing Range

29 South Boulevard

Avon Park Airfield

**Ten miles east of Avon Park on
County Road 64**

The Avon Park General Bombing and Gunnery Range opened in March 1942 on 107,059 acres of swamp and scrub and was considered the largest bombing range in the world. Acquisition of 111,165 acres in February 1943 in Okeechobee County increased the site to 352-square-miles of territory. Avon Park Army Airfield became a fully integrated air base in November 1943. The military population peaked at 10,000 and contrasted dramatically with Avon Park's 1942 civilian population of 3,000. These figures do not include support civilians, military families, or Lodwick Military Aviation Academy staff and students. With the resultant housing shortage, military personnel took up residence in resort facilities and towns as far away as Lake Wales and Wauchula. The Pinecrest Lakes Club near Avon

Park, listed in the National Register of Historic Places, made 60 double rooms available to officers and their families. Training for B-17 Flying Fortress and B-26 Marauder crews took place here. Targets at the Avon Park Range included a simulated 555-acre town on the shore of Lake Arbuckle, a large floating frame on Lake Kissimmee, and an eight-mile railroad bombardment target. A special incendiary target was constructed for use by the School of Applied Tactics from Orlando. Avon Park Army Airfield became inactive in September 1945 with its facilities assigned to MacDill. Reactivated as Avon Park Air Force Range, multiple military functions continue there. Some of the WWII-period structures remaining at the site are still in use. In 1957, the Avon Park Correctional Institution was established at this site and staff has responsibility for the main gate. In April 1993, the Florida Highlands Chapter of the Air Force Association erected a three-blade propeller memorial next to the base headquarters building in tribute to the many military personnel to have served at this facility.

Avon Park Museum

**Three North Museum Avenue,
north of East Main Street
(863) 453-3525**

Located in the historic Seaboard Air Line Railroad Station, a Memorial Room in the museum contains scrapbooks, photographs, uniforms, and other artifacts related to WWII activities in Avon Park.

Lodwick Aviation Military Academy

**Avon Park Municipal Airport
On the south side of State Road 64,
west of U.S. Highway 27**

Beginning in 1939, Army Air Corps (later Army Air Force) Chief, General Henry "Hap" Arnold, turned pri-

mary pilot training over to civilian contractors to allow military personnel time to concentrate on later stages of training. A number of civilian pilot training schools were employed for training purposes. Avon Park's town leaders aggressively sought such a school, to be located at the site of the Avon Park Municipal Airport. Negotiations with Albert Lodwick, co-owner of the Lakeland School of Aeronautics, resulted in the 1941 opening of Lodwick Aviation Military Academy (LAMA) at the municipal field, creating a primary training school using 50 Stearman PT-17 trainers. It provided recruits with accommodations more luxurious than most other Army installations. The Jacaranda Hotel in Avon Park, listed in the National Register of Historic Places, reserved a room for use as a Cadet Club. Cadets paid \$1.00 monthly for membership and

hosted a dance for the first graduating class on December 6, 1941. Severe housing shortages contributed to problematic turnovers at both LAMA and Avon Park Army Airfield. Lodwick Aviation Military Academy was closed on November 6, 1944. During the three years of operation, 3,413 recruits graduated and over 300 civilians were employed during peak periods. The economic loss to Avon Park was dramatic. At the end of the war the facility reverted back to the city for operation as the Avon Park Municipal Airport. The Air Force Association placed a plaque at the field dedicated to the men of the 61st AAFSTD in February 1995.

SEBRING

**Hendricks Army Airfield
Sebring Regional Airport**
Named for Florida native Woodruff Hendricks, Jr., Hendricks Army Air-

field was established in January 1942 in what had been Lake Wales Ridge scrubland. The first B-17 Flying Fortress arrived later that month. The first class from the new Combat Crew School graduated on April 15, 1942. At the height of operations, as many as 7,000 weekly takeoffs and landings were common. A complement of 2,600 officers and enlisted men staffed the facility, which once included 80 WACs. Early in the war, B-17s flew from Hendricks on submarine patrol along the Atlantic Coast. Auxiliary fields were Conners Field in Okeechobee and Immokalee Municipal Airport. Deactivated in December 1945, the Hendricks facility is now Sebring Municipal Airport and Sebring International Raceway, site of the Sebring 12-Hour Endurance Race. Visitors can see the restored WWII-era control tower as well as a collection of photographs and other artifacts in the Sebring Regional Airside Center. The Air Force Association dedicated a plaque on Veterans Day in 1995 to commemorate the significance of this field. The plaque is now located in front of the refurbished airport's WWII-era control tower.



Lodwick Aviation Military Academy, Avon Park

**Maj. Thomas B. McGuire, Jr.
Memorial Building
George Boulevard, west of
U.S. Highway 27**

**Three miles south of State Road 17
and U.S. Highway 27**

Located adjacent to the Florida Medal of Honor Park in Sebring, the county health department building is named for Highland County's only Medal of Honor recipient, Major Thomas B. McGuire, Jr. A 1938 graduate of Sebring High School, Major McGuire was the second highest ace before his death in combat in early 1945. McGuire is credited with downing 38 enemy aircraft while flying combat missions in his P-38 named *Pudgy*. Memorials to Florida's other Medal of Honor recipients can also be found at this site. Two markers in tribute to Major McGuire are located in Sebring, one at the site of his boyhood home in front of the present-day Sebring Elks Lodge, the other across the street from the nearby Kenilworth Lodge.

**USS *Highlands* Memorial
600 South Commerce Avenue**

Located on the lawn of the Highlands County Courthouse, this marker honors the service of the USS *Highlands* and her gallant crew in the Pacific during World War II. Launched July 8, 1944, and named for Highlands County, this Attack Transport saw duty at both Iwo Jima and Okinawa. Spearheaded by the Highlands County Veterans Council, the marker was dedicated October 5, 1993.

POLK COUNTY

BARTOW

Bartow Army Airfield

Bartow Municipal Airport

**On the east side of U.S. Highway 17,
six miles north of Bartow**

Local officials persuaded the Army to develop the site of the Bartow Municipal Airport in early 1942. The Third Air Force established a training program on this Army Auxiliary Field in 1942. Fighter pilots trained using the Stearman biplane. As the war wound down, Bartow Field

served MacDill Army Airfield in Tampa as an emergency field. Today the Bartow Municipal Airport & Industrial Park is located on this site. The flight operations lobby (Building 420) features a WWII Memorial which includes historical narrative and photographs.

LAKELAND

Drane Field

**Lakeland Linder Regional Airport
3400 Airfield Drive West**

Lakeland Army Airfield was originally constructed for the City of Lakeland in mid-1942 and named Drane Field to honor local state representative and congressman Herbert Jackson Drane. An auxiliary base to MacDill in Tampa, this site was officially designated Lakeland Field #2 in September 1942. The Lodwick School of Aeronautics, a contract pilot training school, produced pilots for B-17 and B-24 service at this site. Pilots from Britain, Greece, and other countries were trained here and at the Bartow Army Airfield. Commemorative markers are present at Lakeland Linder Airport to honor the 320th Bombardment Group (M) and the 344th Bomb Group (M). While no buildings remain from the WWII era, some foundations are still present on the Lakeland Linder site. Haldeman-Elder Airport, also known as Eaton Park, served as an auxiliary field to this base.

James H. Mills Memorial

East Lemon Street

Bicentennial Park

12 Lake Beulah Drive

This 14-foot marble structure honors James H. Mills, one of seven Florida Medal of Honor recipients during World War II. Dedicated Memorial Day 1998, its bronze plaque describes Mills' heroic actions as an Army private on May 24, 1944. Near Anzio, Mills demonstrated "conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty." Mills' actions allowed his platoon to take its objective without casualties. Many years later, in 1973, James Mills was murdered



Maj. Thomas B. McGuire, Jr. Memorial Building, Sebring

near Gainesville by a thief posing as a stranded motorist. For years, friends and community members raised funds to erect this tribute. The Florida Legislature designated a portion of the Polk County Parkway in Lakeland the James Henry Mills Medal of Honor Parkway in further recognition of Mills' heroic service to his county.

Lakeland Public Library
100 Lake Morton Drive
(863) 284-4269

The Lakeland Public Library Special Collections contains photographs and documents relating to WWII in Lakeland and Polk County. Of particular significance is the collection related to Albert I. Lodwick and the Lodwick School of Aeronautics.

Polk County Historical & Genealogical Library
100 East Main Street
(863) 534-4380

Located in the east wing of the Historic Polk County Courthouse (NR listed 1989), the library maintains one of the largest genealogical and historical collections in the Southeast. The collection includes documents and photographs related to the WWII-era Bartow Auxiliary Training Field.

SUMTER COUNTY

BUSHNELL

Sumter Florida National Cemetery
6502 S.W. 102nd Avenue
(352) 793-7740

The 400-acre Florida National Cemetery is the largest national cemetery in the state. Dedicated in March 1988, the first burial took place in June of that year. The cemetery contains the Florida National Cemetery Memorial Trail. Along the trail, visitors will find monuments dedicated to military organizations and individuals, many of which are related to World War II.

MARION COUNTY

DUNNELLON

Dunnellon Army Airfield
Dunnellon Airport
On County Road 484, five miles east of Dunnellon

The Dunnellon Army Airfield opened in 1942 to serve as an Air Support School to the Army Air Forces School of Applied Tactics, Orlando. Troops trained as pilots and crewmen of the British-design Horsa glider and as C-47 Skytrain pilots. Soldiers saw duty in North Africa, Europe, and the China-Burma-India theater in this capacity. Units stationed at Dunnellon during the war included the 27th Troop Carrier Squadron, 894th Airborne Engineers, 805th Medical Air Evacuation Unit, 898th Guard Squadron, and the 426th Night Fighter Squadron. This site returned to use

as a municipal airport after the surrender of Japan in August 1945.

Ocala

Ocala/Marion County Veterans Memorial Park
2601 S.E. Fort King Street
(352) 401-5346

The Ocala/Marion County Veterans Memorial Park is dedicated to veterans of all services and wars, from 1610 to the present. The 8.5-acre park features specially designed areas related to World War II, including recognition of the Greenville Aviation School, Medal of Honor recipients, Merchant Mariners and veterans of specific European and Pacific engagements.



James H. Mills Memorial, Lakeland

OSCEOLA COUNTY

KISSIMMEE

Osceola Warbird Restoration Museum

231 North Hoagland Boulevard
(407) 933-1942

The museum provides both static and dynamic displays of WWII-era classic airplanes. Visitors can observe restoration work in progress and view many flyable warbirds. The collection includes a Stearman PT-17, P-51 Mustang, B-17 Flying Fortress, and P-38 Lightning.

ORANGE COUNTY

ORLANDO

Battle of the Bulge Memorial Lake Eola Park, downtown Orlando, east of Interstate 4

Dedicated on December 16, 1999, the 55th anniversary of the Battle of the Bulge, this site honors participants in that engagement and all WWII veterans. A bronze, six-foot-tall statue depicting a victorious GI is the focal point of the memorial. Crafted by Orlando sculptor Chris Scala, this near duplication of a statue in Clervaux, Luxembourg, rests upon a bronze-outlined white star set in a

34-foot-diameter concrete base, featuring the insignias of the 41 infantry and armored divisions involved in the battle. Five lights, one on each tip of the star, provide continuous illumination. The American, Belgian, and Luxembourg flags stand in a semicircle behind the statue. Veterans of the Bulge and WWII are specifically recognized through the use of named bricks in the adjacent "Circle of Honor." The Central Florida Chapter (#18) of the Veterans of the Battle of the Bulge sponsored the memorial. A commemorative ceremony is held there each year on December 16.

SEMINOLE COUNTY

SANFORD

Museum of Seminole County History 300 Bush Boulevard (407) 321-2489

Located in the historic 1926 Seminole County Home (NR listed 1999), this museum's collection includes photographs and miscellaneous artifacts related to NAS Sanford.

NAS Sanford

Orlando Sanford Airport

Designated as a base for Naval Air Operational Training Command, commissioning occurred November 3, 1942. The station trained pilots in flying PV-1 Venturas, PBO Hudsons, and SNBs, and conducted navigational, bombing and gunnery techniques training. Fighter pilot training began in 1944 using FM-1 Wildcat and F6F Hellcat carrier-based aircraft.

Sanford Museum

520 East First Street
(407) 302-1000

Founded in 1957, the museum collects and exhibits items dealing with the development of the City of Sanford from territorial times to the present. The NAS Sanford exhibit includes WWII artifacts in addition to the museum's collection of NAS Sanford records, photographs and several WWII-era issues of the *Sanford Herald*.

WWII ration books



WEST CENTRAL

PINELLAS COUNTY

BAY PINES

Bay Pines National Cemetery
1000 Bay Pines Boulevard North
(727) 398-9426

The cemetery was developed as a final resting place for veterans who died at the Bay Pines Department of Veterans Affairs Medical Center.

ST. PETERSBURG

Bay Pines Veterans Hospital
Bay Pines VA Medical Center
10000 Bay Pines Center Boulevard
(727) 398-9442

Constructed by the Veterans Administration in 1933, this Mediterranean Revival Style facility provided extensive medical care services to military personnel as a 150-bed "Veterans Home" during WWII. Bay Pines VA Medical Center continues to serve ailing veterans.

Florida Holocaust Museum
55 Fifth Street South
St. Petersburg, Florida 33701
(727) 820-0100
(800) 960-7448

The Florida Holocaust Museum honors the memory of millions of innocent men, women, and children who suffered or died in the Holocaust. The Museum is dedicated to teaching members of all races and cultures to recognize the inherent worth and dignity of human life in order to prevent future genocides.

St. Petersburg Museum of History
335 Second Avenue N.E.
(727) 894-1052

The St. Petersburg Museum of History collects, preserves, and interprets the history of St. Petersburg and the Pinellas Peninsula. Exhibits throughout the museum feature World War II artifacts including a

collection of WWII-era photographs, posters, and scrapbooks.

War Veterans Memorial Park
9600 Bay Pines Boulevard
(727) 549-6165

Facing Boca Ciega Bay, the 122-acre Pinellas County park was dedicated April 6, 1974, to honor veterans of all wars and services. This site features a 3.5-ton granite sundial surrounded by five plaques commemorating the military branches of the United States.

Albert Whitted Airport
Albert Whitted Municipal Airport
107 8th Avenue S.E.

Named in honor of former Navy aviator Albert Whitted, killed in a 1923 airplane crash over Pensacola Bay, Whitted Airport opened in 1927 on the site of a former landfill in Tampa Bay. U.S. Coast Guard antisubmarine patrols over the Gulf of Mexico began operating from this site in 1939. Using Stearman and Waco biplanes, Whitted became a Naval V-5 pilot primary training facility in 1942. With the end of hostilities, this

site reverted to civilian use as Albert Whitted Municipal Airport.

Bayboro Harbor Maritime Base
University of South Florida
830 1st Street South

The Bayboro Harbor Naval Base originally supported United States Coast Guard (USCG) antibootlegging operations before it was decommissioned in 1933. Reopened in 1939 by the USCG, the facility became a training base for merchant seamen. Two vessels, the *Joseph Conrad* and the *American Seaman*, served as training ships. Faced with other demands, the Coast Guard transferred training duties to the U.S. Merchant Marine Service in 1942. More than 25,000 seamen received training at Bayboro during the war. The Army Transport Corps Marine Officers Cadet School used these facilities for training junior deck and engineering officers. In 1939, with a growing concern for the presence of German U-boats in the Gulf of Mexico, antisubmarine patrols began operations from the adjacent Bayboro Harbor USCG Air Station. On May 22, 1945, a memorial





DONALD ROEBLING AND THE ALLIGATOR

Donald Roebling, son of a wealthy New York industrialist, designed a revolutionary amphibious vehicle that helped win the war in the Pacific. Named the "Alligator," the Navy later christened it the Landing Vehicle Tracked, or LVT. A later version was nicknamed the "Water Buffalo." Eventually more than 15,000 of the vehicles were produced.

In the early 1930s Roebling began work on an amphibious tracked vehicle that could be used to rescue survivors of floods and hurricanes. Roebling spent eight years perfecting his design, with initial development at Dunedin. Propelled by tractor treads, the vehicle could travel 25 miles per hour on land and 10 at sea. In 1939 he demonstrated the Alligator to Marine Corps officials, who recommended purchasing a vehicle for further testing, and in 1940 funds were appropriated to purchase a prototype. The first models were delivered to the military shortly before Pearl Harbor. The vehicle was first used at Guadalcanal. During the war newer versions were produced with improved specifications and a variety of armaments. Roebling refused royalties for the Alligator design, returning \$4,000 in production costs to the government.



Don Ce Sar Hotel, St. Petersburg

to Merchant Mariners was installed at the harborside entrance of the present day USF Marine Science Building. Deactivated after the war, the base became home to the predecessor of Eckerd College. In 1968, the University of South Florida opened its St. Petersburg campus on this site. The USF Department of Marine Science and the Florida Institute of Oceanography now occupy the location of the former Merchant Marine Training Base.

Don Ce Sar Hotel
(NR listed 1975)
**The Don Ce Sar Beach
Resort and Spa**
3400 Gulf Boulevard
(727) 678-8946

Renowned as a luxury resort hotel when completed in 1928, the Don Ce Sar still experienced the effects of the Depression at the time of American entry into World War II. Purchased by the federal government in July 1942, the Don first served the war effort as a hospital for MacDill Field and the St. Petersburg Basic Training Center. In early 1944 the facility became a rehabilitation center for

Army Air Force personnel. After the war, the hotel saw duty as a Veterans Administration office. Renovated in the mid-1970s, the Don serves as a premier resort hotel.

Vinoy Park Hotel East
(NR listed 1978)
The Vinoy Club
501 Fifth Avenue North East
(727) 894-1000

Opened in 1926 as a 375-room Mediterranean Revival hotel, the owners almost closed the facility at the outbreak of WWII due to low occupancy. But in the summer of 1942, the Army Air Corps quartered its soldiers there. The structure was also used as a military cooks and bakers school.

DUNEDIN
Amphibian Tractor Detachment
Alternate U.S. Highway 19

Originally formed at Quantico, Virginia, this Marine detachment moved to Dunedin on May 2, 1941, to establish a training center for drivers and mechanics of the new LVT amphibious vehicles. Developed locally under the direction of inventor Donald Roebling, these vehicles were manufactured in Food Machin-

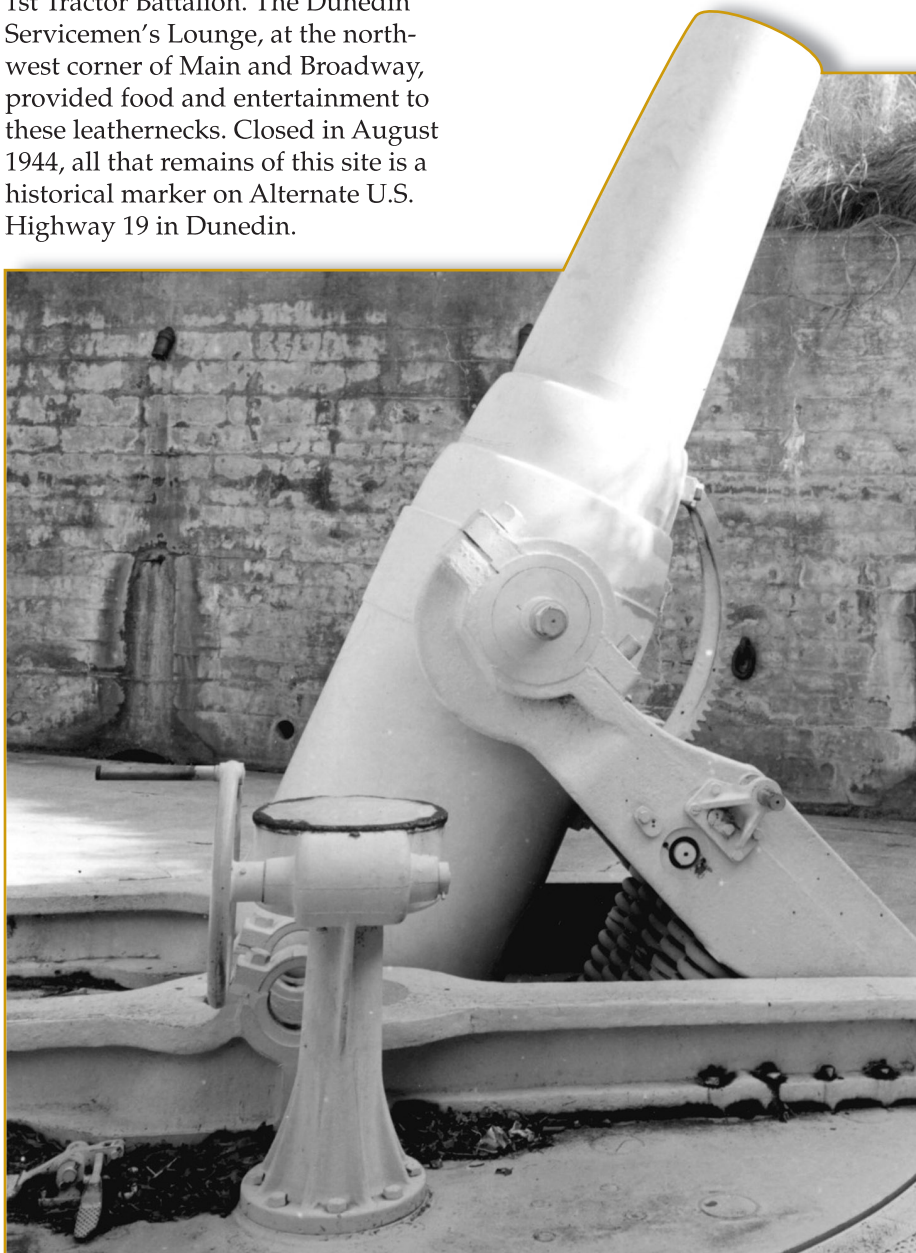
ery Corporation plants in Lakeland, Florida and Riverside, California. To assure reliability, every tenth vehicle manufactured at the Lakeland plant received performance testing at the Dunedin site.

Originally quartered in the Hotel Dunedin, the contingent's newly constructed barracks and storage facilities were established near the intersection of Curlew Creek and Alternate U.S. 19 in September 1942. Upon completion of training, these men became members of newly forming units of the Marine Corps 1st Tractor Battalion. The Dunedin Servicemen's Lounge, at the northwest corner of Main and Broadway, provided food and entertainment to these leathernecks. Closed in August 1944, all that remains of this site is a historical marker on Alternate U.S. Highway 19 in Dunedin.

LARGO

**Pinellas County Historical Museum
11909 125th Street North
(727) 582-2123**

Located on the grounds of Heritage Village, the museum seeks to preserve the historical resources and cultural heritage of Pinellas County. The collection and exhibits focus primarily on the early history of the county. The 3,500-volume library and archives contain a collection of documents relating to Donald Roebling, inventor of the Alligator amphibious vehicle used by the Marine Corps in the Pacific.



Spanish-American War Era mortar at Fort De Soto, Tierra Verde



JAMES ALWARD VAN FLEET

James Van Fleet was born in New Jersey in 1892, after his family moved north from Polk County to escape a yellow fever epidemic. The Van Fleets returned to Polk County in 1893. Van Fleet graduated from the U.S. Military Academy in 1915. He subsequently participated in the Mexican Punitive Expedition and fought in France during WWI with the Sixth Infantry Division. During the 1920s and 1930s he led the ROTC detachment at the University of Florida, and in 1923-1924 he was head coach of the University of Florida football team.

In 1941, Van Fleet took command of the Eighth Infantry Regiment, which he led ashore on D-Day and throughout the Normandy Campaign. Van Fleet rose to brigadier general and was assistant commander of the Second Infantry Division. He then commanded the Fourth and the 90th Infantry Divisions before ending the war as a major general in command of the III Corps.

In 1951, he was placed in command of the Eighth Army and of United Nations troops in Korea. Van Fleet retired in 1953 at the rank of full general. He died at his ranch near Polk City in September 1992 at the age of 100.



FLORIDA'S MOTORCYCLE CORPS

In 1940, Tampa resident Guy H. Allen organized members of a local motorcycle club into a quasi-military unit called the Motorcycle Defense Troops. In June 1940, Allen contacted the War Department proposing to organize a local defense unit. A second unit was established in St. Petersburg, with plans for an Orlando chapter. Receiving no immediate response, Allen continued to organize his units with support from local chambers of commerce. U.S. Senator Claude Pepper also expressed his support for the Motorcycle Corps.

Following the mobilization of the Florida National Guard in late 1940, Allen tried to incorporate his units into the Florida Home Guard. Eventually they served as part of the State Defense Council's Division of Transportation and Communication. Members escorted military convoys and performed other civil defense work. As the war progressed, many enlisted or were drafted into the armed services. Gasoline and tire shortages curtailed their activities. Gradually the military took over most of the functions of the Motorcycle Corps.

TIERRA VERDE

Fort De Soto (NR listed 1977)

Fort De Soto Park

**3500 Pinellas Bayway South
(727) 866-2484**

Located on Mullet Key at the entrance to Tampa Bay, Fort De Soto originated in 1898 as part of the coastal defense system developed during the Spanish-American War. The area became a bombing range for MacDill Army Airfield and other training bases during World War II. The island was used for bombing practice by Paul Tibbits, the pilot who later dropped the atomic bomb on Hiroshima. Military personnel stationed on the island operated the radio control tower and performed other range-related functions. Repurchased by Pinellas County after V-J Day, Fort De Soto Park occupies this site. The Fort De Soto Quartermaster Store House Museum maintains several displays and a touch screen computer with information related to WWII in the Tampa Bay Area and the Mullet Key Bombing Range.

CLEARWATER

Pinellas Army Airfield

St. Petersburg-Clearwater

International Airport

State Road 686 (Roosevelt

Boulevard)

(727) 535-7600

Constructed on the site of the Pinellas County Municipal Airport, Pinellas Army Airfield became operational in August 1942, and maintained a technical training school, providing training for replacement fighter pilots and air crews. As many as 1,500 Third Army Air Force trainees, flying P-40 Warhawks and P-51 Mustangs, served at this site. General James H. Howard, WWII Medal of Honor recipient and the last wartime base commander, is honored in an exhibit in the St. Petersburg-Clearwater International Airport terminal.

HERNANDO COUNTY

BROOKSVILLE

Brooksville Army Airfield

Hernando County Airport

16110 Aviation Loop Drive

Located seven miles southwest of Brooksville, operations at this field began in November 1942 with the arrival of the 1st Bomb Squadron. Constructed on 2,014 acres offered by the town, the Ninth Bombardment Group trained on B-17 Flying Fortresses and B-24 Liberators. Brooksville crews regularly made practice runs to Avon Park Bombing Range and Osprey Bombing Range. A tactical bombing school operated at this site under the direction of Orlando Air Base. With the end of hostilities, Brooksville AAF became the Hernando County Airport in late 1945. Only a large concrete bunker (approximately 25' x 100'), used in the testing and alignment of aircraft machine guns, remains from WWII.

Hernando County Veterans

Roll of Honor

20 North Main Street (at the old courthouse)

The original Hernando County Veterans Roll of Honor, dedicated March 10, 1946, recognized the service of county veterans during WWI and WWII. Replaced on Veteran's Day 1990, the 9-by-18 foot granite wall honors, by name, the 1,088 Hernando County residents who served in the armed forces during two world wars.

SPRING HILL

Hernando Veterans Memorial Park

12254 Spring Hill Drive

This 21-acre park, dedicated on Veteran's Day 1993, honors veterans of all services in all wars. The primary focus is an American flag, flanked in a semicircle configuration by the flags of each of the five branches of American military service.

CITRUS COUNTY

CRYSTAL RIVER

Douglas Munro Memorial

123 N.W. Highway 19

(behind City Hall)

Crystal River

Dedicated September 27, 1995, this site honors the only member of the U.S. Coast Guard to be awarded the Medal of Honor during WWII. Located in Little Spring Memorial Park, the memorial is the result of efforts by personnel at the USCG Station Yankeetown and members of the Crystal River Fraternal Order of Eagles. Petty Officer Douglas Munro died September 27, 1942, while in charge of 24 Higgins Boats involved in the rescue of several hundred U.S. Marines trapped by enemy fire on Guadalcanal. The inscription on the memorial cites Munro's courage: "By his outstanding leadership, expert planning, and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave his life for his country."

HILLSBOROUGH COUNTY

TAMPA

SS *American Victory*

(NR listed 2002)

Mariners Memorial & Berth 271

708 Channelside Drive

(813) 228-8766

Named after American University in Washington, D.C. and launched in June 1945, the SS *American Victory* served as one of 414 Victory ships constructed during World War II. As a replacement for the Liberty ships, the Victory class offered greater speed and hull flexibility, leading to the loss of fewer ships. Shipment of 85% of Allied war materiel during World War II is credited to the Merchant Marine. To honor the vital role of the U.S. Merchant Marine and the U.S. Navy Armed Guard in achieving victory, reconditioning of the ship began in 1999. Saved from scrap, the

SS *American Victory* is designed as both a static and dynamic museum and memorial. Visitors tour a vessel with much of the World War II equipment still present, particularly on the bridge.

City of Tampa Archives

& Records Service

1104 East Twiggs Street

(813) 274-8030

The Archives and Records Service Division is responsible for the management of the City of Tampa's public records and committed to collecting the historically significant records and photographs of the city. Records relevant to WWII include the Mayoral Papers of Robert Chancey (1931 to 1943), Curtis Hixon (1943 to 1956) and the City Clerk's Papers (1939 to 1945).

Drew Army Airfield

Tampa International Airport

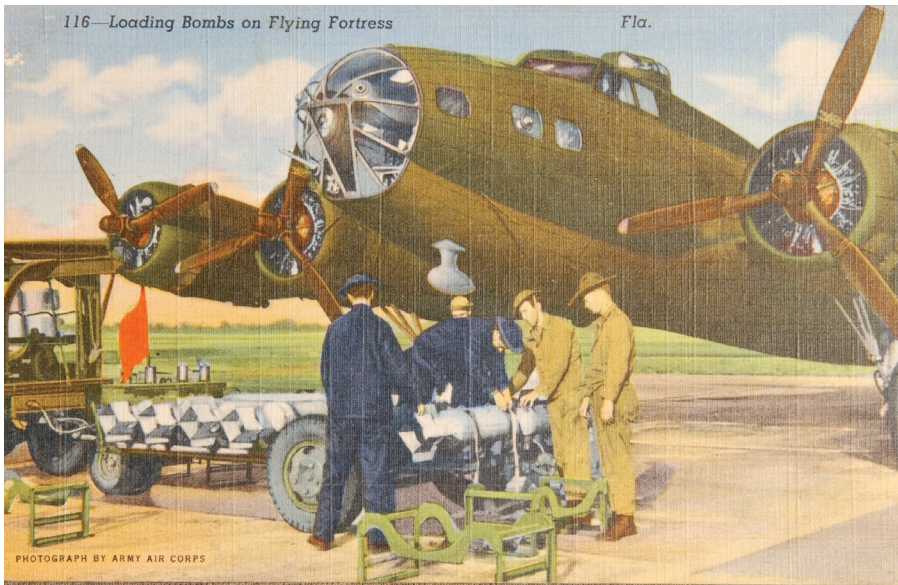
5507 Spruce Street

Drew Field Municipal Airport opened in 1928 on land previously owned by developer John H. Drew. With the prospect of war, the U.S. Government leased the field for use as a subpost to MacDill Army Air-

field. Heavy bombers began operation at Drew Army Airfield in May 1940. With the completion of MacDill, Drew became a separate base and headquarters for the III Fighter Command. Encompassing 15 square miles and hosting a complement of as many as 25,000 personnel, this facility provided large signal air-warning training and engineering aviation training for heavy bomber crews. During the war, 1000 combat bombing crews trained at Drew. In August 1944, German POWs arrived from Camp Blanding to work in quartermaster workshops, kitchens, canteens, and warehouses. Three miles from Drew Field, this camp held 395 Germans between August 1944 and March 1946. Within the camp, internal conflicts took place as a result of Nazi sympathies among some of the prisoners. Drew Army Airfield was returned to the City of Tampa in 1946 and is now Tampa International Airport.



SS *American Victory*



Fort Dade (NR listed 1978)

Egmont Key State Park

Located in Tampa Bay

Access by boat only

Located at the mouth of Tampa Bay, Egmont Key is historically significant to the defense of the Tampa area. The U.S. Light Service constructed a light tower and support buildings on this site in 1848. With the development of the coastal defense system during the Spanish-American War, construction of Fort Dade began in 1898. Five artillery batteries were constructed on the island as well as a town complete with railroad, school, movie theater, and other facilities. The U.S. Coast Guard conducted training operations from this site beginning in the early 1930s. With the outbreak of the war, observation towers served as part of the coastal watch system. In-bound merchant ships were required to stop at Egmont Key to off-load munitions before entering the bay. These munitions were stored on the key and reloaded upon the vessels' return. Other military activities during this period include amphibious warfare and aerial gunnery exercises. Designated a National Wildlife Preserve in 1974, this site is jointly managed by the Florida Park Service and the U.S. Fish and Wildlife Service.

MacDill Army Airfield

MacDill Air Force Base

Dale Mabry Highway South

One of six super air bases authorized by the National Defense Act of 1935, construction on the Southeast Air Base began September 1939. Formal dedication to honor Army aviator and World War I veteran Colonel Leslie MacDill occurred on April 16, 1941. The Hillsborough County Commission purchased and donated the 3,500-acre parcel to the federal government, which was designated Third Air Force Headquarters. The first troops arrived in March 1940. Transitional training began using B-17 Flying Fortress aircraft in April 1941. The expression, "One a day in Tampa Bay," originated here during training on B-26 Marauders. Sixty-three B-26s crashed in Tampa Bay in 1943. Training of B-29 Superfortress crews began at MacDill in late 1944. Antisubmarine patrols originated from MacDill. Engineer training took place here as well. Auxiliary fields included Henderson and Drew Fields in the Tampa area in addition to Zephyrhills and Brooksville Fields. As many as 15,000 military personnel were stationed here at one time. WACs saw duty at MacDill beginning in 1943. The Howard Hawks movie, "Air Force," starring John Garfield and Gig Young, was filmed in part at MacDill in 1943.

German POWs from Camp Blanding arrived in December, eventually reaching a maximum number of 500. POWs performed janitorial services, automotive repair, mosquito control, mess, and laundry duties during their stay. Despite numerous operational changes following the close of hostilities in August 1945, MacDill continues to serve as a vital United States Air Force facility. MacDill is a closed base; however, groups of 20 to 40 people may be allowed access by prior arrangement with the Public Affairs Office.

University of Tampa

Macdonald-Kelce Library

401 West Kennedy Boulevard

(813) 253-6231

The University of Tampa Macdonald-Kelce Library maintains a collection of primary source materials and photographs relating to WWII in Tampa. Included in this collection are records relating to the Army Cadet Battalion that trained at UT in 1942-1943. Microfilm records of the *Tampa Tribune* and the *Tampa Times* and the University of Tampa newspaper from this period are available.



Tourism booklet



P-51 Mustangs at Zephyrhills Army Airfield

**University of South Florida
Tampa Campus**
4202 East Fowler Avenue
(813) 974-2731

The Special Collections Department of the University of South Florida Main Library maintains a significant collection of WWII-related materials. Items in the collection include plans for Henderson Field, as well as newspapers, photographs, and postcards from Drew and MacDill Army Airfield base. The Tony Pizzo, Hampton Dunn and WWII Letters Collections are also of particular interest.

Veterans Memorial Museum and Park
3602 Highway 301 North
(813) 744-5502

Veterans Memorial Museum and Park, officially opened on July 4, 1991, "is dedicated to American service personnel that have served their country, both in the past and present." On the park grounds are the WWII Submarine Memorial, the Veterans Freedom Memorial, and a WWII Stuart tank dedicated to the 14th Armored Division of WWII. Museum WWII-era artifacts include WACs and WAVES uniforms and submariner articles.

Grouping of Army Air Force aviation insignia

PASCO COUNTY **ZEPHYRHILLS**

Zephyrhills Army Airfield
Zephyrhills Municipal Airport
39550 South Avenue
(813) 780-0030

Developed in the late 1930s as a municipal airport, the Zephyrhills Army Airfield was acquired by the U.S. Army in 1942. Pilots received air defense tactics training using P-51 Mustangs. Nearly 500 men of the 10th Fighter Squadron trained here between January 1943 and March 1944. The 10th Fighter Squadron subsequently saw duty over Normandy during the June 1944 Allied invasion

of Europe. Simulated combat conditions were maintained as much as possible, even to the use of tents as barracks and support facilities. One exception to this policy was the 40' x 100' infirmary building. Moved in 1997 to the northwest side of the municipal airport, the building has been restored for use by the city, the airport and the community. The 10th Fighter Squadron maintains a collection of artifacts in the building. In addition, a large concrete bunker-like structure, used in testing and alignment of World War II aircraft machine guns, remains on the site.



EAST CENTRAL

BREVARD COUNTY

NAS Banana River Patrick Air Force Base 45th Space Wing

Authorized by the Naval Expansion Act of 1938, NAS Banana River was commissioned October 1, 1940. With the start of the war, the Navy began antisubmarine patrols along the Florida coast using PBM Mariners based at this facility. PBMs returned to training duty in March 1942 when replaced on patrol by OS2U Kingfisher seaplanes. Landing strips constructed in 1943 allowed shore-based aircraft to operate. Military activities, including a blimp detachment, an Aviation Navigation Training School, an experimental training unit, "Project Baker," and a major aircraft repair and maintenance facility took place at this facility. A small detachment of German POWs from Camp Bland-

ing worked at NAS Banana River on cleanup details. At its peak, the base complement included 278 aircraft, 587 civilian employees, and over 2,800 officers and enlisted men. The base closed in September 1947 after gradual deactivation. In September 1948, the facility transferred to the Air Force to become Patrick Air Force Base, headquarters for the U.S. Air Force Eastern Space and Missile Center.

TITUSVILLE

Titusville Veterans Memorial Exit I-95 on State Road 406 east Broad Street and the Indian River Lagoon

The Titusville Veterans Memorial consists of a Circle of Memories containing ten granite monuments with bronze plaques designed to commemorate the lives sacrificed in each of the ten United States wars. Located in the center of the Circle of

Memories is a Peace Monument and a special monument to the Tuskegee Airmen.

Valiant Air Command Warbird Museum

**6600 Tico Road
(321) 268-1941**

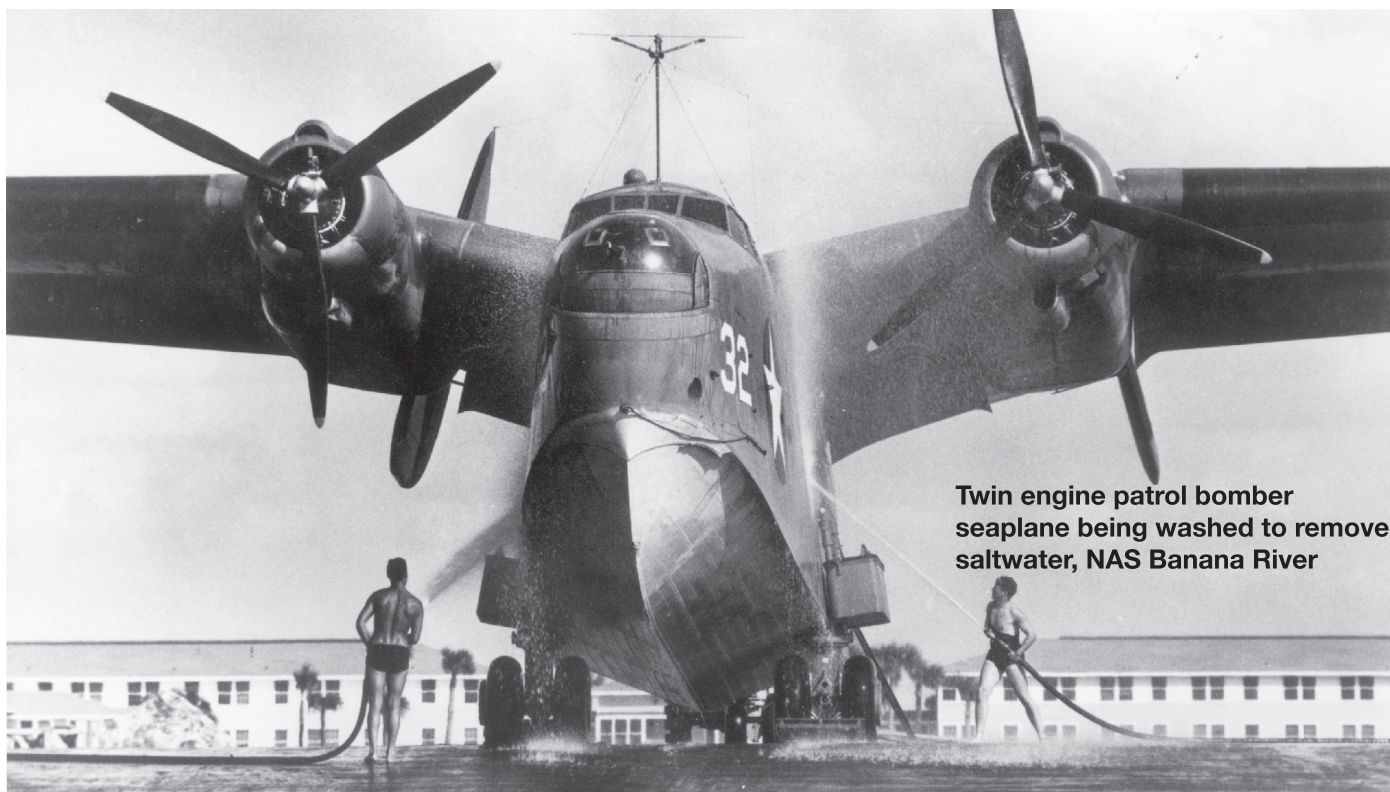
The Valiant Air Command Warbird Museum, a nonprofit educational museum, opened in 1977 at the Space Coast Regional Airport. During WWII, the Airport was an outlying field of NAS Sanford and NAS Banana River.

MELBOURNE

Liberty Bell Memorial Museum

**1601 Oak Street
(321) 727-1776**

Designed as a memorial to United States veterans of all wars, the Liberty Bell Memorial Museum features one of 25 known replicas of the original Liberty Bell. The museum



Twin engine patrol bomber seaplane being washed to remove saltwater, NAS Banana River

exhibits WWII military uniforms and equipment and displays a copy of the surrender document ending the World War II Pacific Theater hostilities. Annual commemorative events occur for Armed Forces Day, Memorial Day, Flag Day, and Veterans Day.

NAS Melbourne

Melbourne International Airport One Air Terminal Parkway

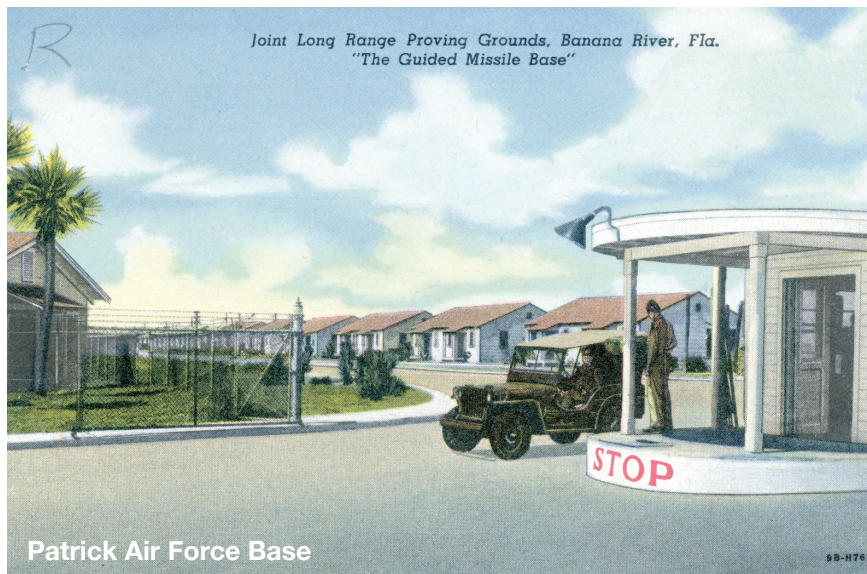
NAS Melbourne was commissioned in October 1942 on the site of the Eau Gallie-Melbourne Municipal Airport. By June 1940, a Civilian Pilot Training facility was authorized at the field to provide standardized flight training. Pilots received advanced flight training in SNJ Texans, F4F Wildcats, and F6F Hellcats. Peak training occurred in mid-1944 with 150 Hellcats and as many as 1,500 naval personnel on base. WAVES were stationed at NAS Melbourne in 1944. In 1945, German POWs labored in the base laundry and mess facilities. The station closed in February 1946 and reverted back to the local municipality for civilian use. One extant structure is the base Ship's Service and Recreation Building, used during the war to host basketball games, movies, dances and lectures. A Florida Historical Marker at this site commemorates the Melbourne Naval Air Station. The Melbourne Military Memorial Park, a two-acre park off Hickory Street, contains a centrally located memorial dedicated to those killed while training at Melbourne Naval Air Station.

MELBOURNE VILLAGE

NAS Banana River Barracks Building Melbourne Village

Community Center, Hall Road

With the deactivation and closing of NAS Banana River in September 1947, several military buildings returned to useful service in the community of Melbourne Village. The building moved to Hall Road in 1948 and became a community center. Other than modest alterations, the exterior remains as constructed in the mid-1940s.



MERRITT ISLAND

Brevard Veterans Memorial Museum

Veterans' Memorial Center 400 South Sykes Creek Parkway (321) 453-1776.

This museum houses artifacts from all wars in which the United States fought, from swords and cannon balls to World War II rationing stamps and V-mail.

COCOA

Alma Clyde Field Library of Florida History (formerly Tebeau-Field Library of Florida History) 435 Brevard Avenue (321) 690-1971

As the research library of the Florida Historical Society, the Alma Clyde Field Library of Florida History maintains a large collection of Floridiana. The World War II collection includes flags, photographs, camp newsletters and other items relating to Camp Gordon Johnston, NAS Banana River (*The Banana Peel*), NAS Melbourne, and St. Petersburg-area military facilities.

VOLUSIA COUNTY

ORMOND-BY-THE-SEA

Coastal Observation Post 2162 Ocean Shore Boulevard

Established by the Florida Defense Council and the U.S. Army's Third Interceptor Command, 489 observation posts were completely organized in Florida by October 1941. Plans called for the eventual establishment of 850 such posts throughout the state. Local citizens, trained to recognize aircraft, became volunteer members of the Ground Observers Corps. Working in two-person teams on two-hour shifts, observers maintained 24-hour coverage. This observation post is thought to be the only remaining such structure on the Florida coast.

DAYTONA BEACH

Halifax Historical Museum 252 South Beach Street (386) 255-6976

Located in the former Merchant's Bank building since 1984 (NR listed 1986), the museum's mission is to provide a source of local historical information through a research library and archives. A permanent war-related exhibit includes WWII uniforms, weapons, photographs, and other artifacts of that period.



MARY MCLEOD BETHUNE

The daughter of former slaves, Mary McLeod was born in South Carolina in 1875, and educated in North Carolina and Chicago. She married Albertus Bethune in 1898. After teaching in Georgia and Florida, she established the Daytona Normal and Industrial School, which merged with Jacksonville's Cookman Institute, and became known as Bethune-Cookman College. Bethune served as president of the four-year, coeducational institution from the 1920s to 1942, and from 1946 to 1947, remaining on the college's board until her death in 1955.

In 1935 Bethune founded the National Council of Negro Women, and in 1936 was appointed by President Roosevelt as director of the National Youth Administration's Division of Negro Affairs. During World War II, Bethune mobilized support for the war effort, promoting war bond drives and serving as a special assistant to the Secretary of War for the Women's Army Corps. Bethune was instrumental in the selection of Daytona Beach as the site of a major WAC training base in the United States. She later served as a consultant to the American delegation during the 1945 San Francisco conference which established the United Nations.

NAS Daytona Beach International Airport South of International Speedway Boulevard

With the assistance of U.S. Senator Claude Pepper, Daytona Beach leaders convinced the U.S. Navy to locate flight training at the Daytona Beach Municipal Airport. Commissioned in December 1942, SBD Dauntless scout-dive bombers and SNC-1 Falcons were the first airplanes deployed at this site. They were later replaced by F4F Wildcats, FM-1s, and F6F Hellcats. Four outlying fields were employed at New Smyrna Beach, Ormond Beach, Bunnell, and Spruce Creek. The New Smyrna field included a launch catapult and arresting gear equipment to accommodate basic carrier training. In addition, an air-sea rescue crash boat facility operated from the New Smyrna Yacht Club. Nearly 1,500 officers and enlisted men were stationed at NAS Daytona Beach. With the end of hostilities, the field reverted back to the local municipality and became the present-day Daytona Beach International Airport. A commemorative plaque is located at the central approach to the terminal.

ORANGE CITY

Orange City Memorial 205 East Graves Avenue (386) 775-5415

In the lobby of the Orange City Town Hall (NR listed 2002), this memorial plaque lists the names of all veterans of World War II living in Orange City when they entered the service. Dedicated in 2001, this new memorial replaced an earlier one erected in 1948.

PONCE INLET

Ponce de Leon Inlet Lighthouse (NR listed 1972) 4931 South Peninsula Drive (386) 761-1821

First lighted in November 1887, this facility converted to World War II service in December 1941 with the closing of the installation to all visitors and the establishment of around-the-clock watches. With the abolition of the Lighthouse Service in 1939, this station came under the control of the United States Coast Guard when war broke out. With the realization that the lighthouse beacon exposed Allied vessels to German subs, a 50-watt bulb replaced the 500-watt bulb used in peacetime. A 24-hour radio watch continued until 1952 when the tower light was fully automated. Restored and opened to the public in 1982, this site was designated a National Historic Landmark in 1998.



DELAND

**DeLand Memorial Hospital
Museum (NR listed 1989)**
230 North Stone Street
(386) 740-5800

The DeLand Memorial Hospital Museum, located on the third floor of the DeLand Memorial Hospital, includes two galleries dedicated to Florida military history with a significant collection of WWII uniforms, equipment, models of airplanes used at NAS DeLand, and related memorabilia. The Robert M. Conrad Educational and Research Center, located adjacent to the Henry A. DeLand House on 137 W. Michigan Avenue, contains a significant collection of WWII photographs and documents.

DeLand Naval Air Station Museum
910 Biscayne Boulevard
(386) 738-4149

Located in a WWII-era military residence, this National Museum of Naval Aviation qualified facility seeks to commemorate the activities and history of NAS DeLand during the period 1942-1946. Local excavations and many generous donations have made possible a presentation of uniforms, aircraft models and parts, practice bombs, ammunition, historical newspapers, books, photos and video at the museum and historical hangar.

NAS DeLand
**DeLand Municipal-Sidney H.
Taylor Field Airport**
(386) 740-5808

Offered to the U.S. Navy by the City of DeLand in 1942, the municipal airport became NAS DeLand on November 17, 1942. The facility provided training on the Lockheed PBO Ventura, Douglass SBD Dauntless dive bombers, and in 1944, on the F6F Hellcat carrier-based fighters. Advanced Carrier Navigation training for pilots was provided later in the war. As many as 331 officers and 1,140 enlisted men were stationed at this site by early 1944. NAS DeLand maintained an outlying field at Spruce Creek for carrier landing training. Boat facilities on Crescent Lake and at DeLeon Springs were used in rescuing downed pilots. Nine Mile Point on Lake George was used as a bombing practice site with a Navy PBY stationed there as well. Reverting back to the city after the war, the DeLand Municipal-Sidney H. Taylor Field Airport operates at this site.

ST. LUCIE COUNTY

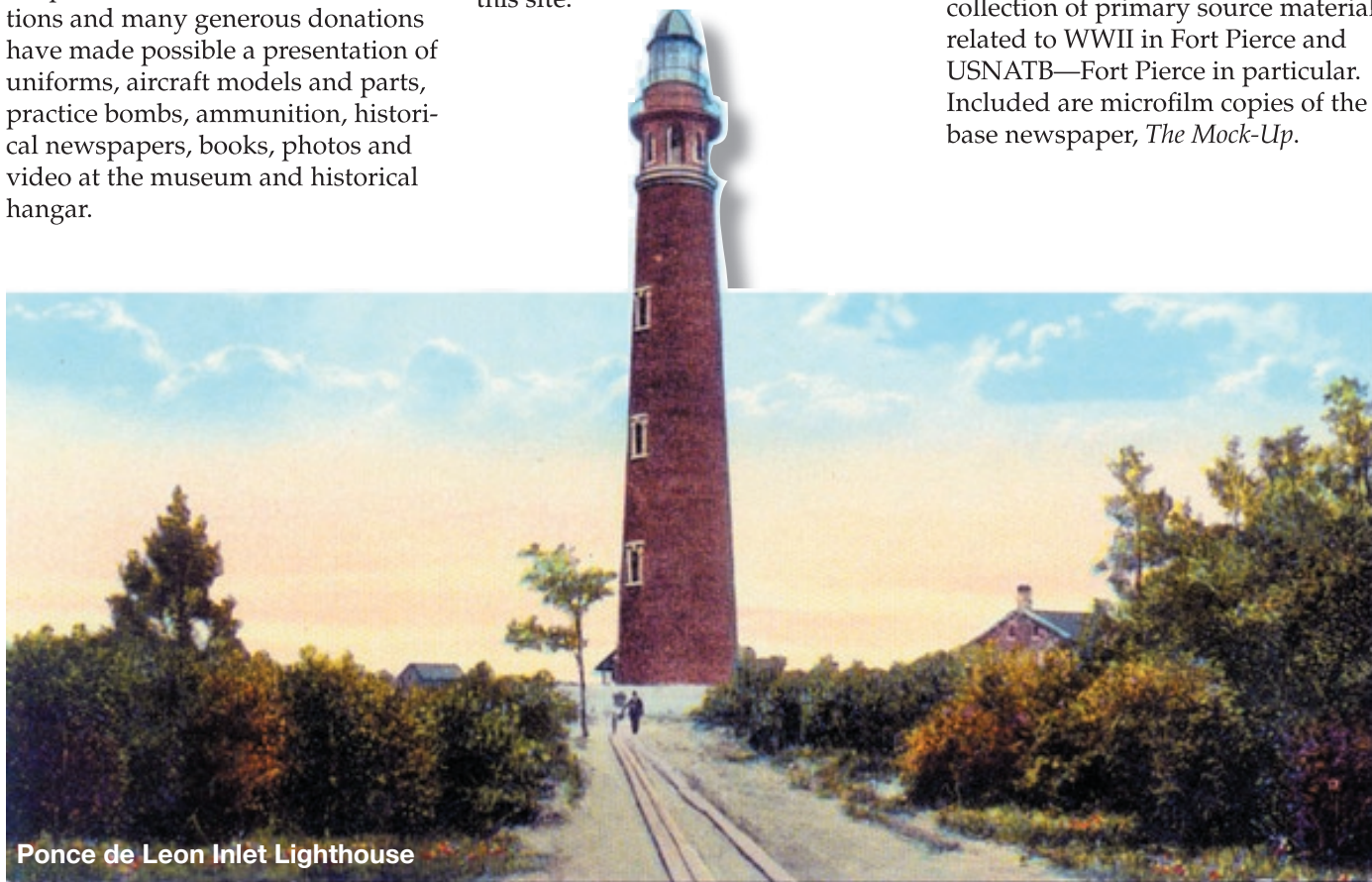
FORT PIERCE

St. Lucie County Historical Museum
414 Seaway Drive
(772) 462-1795

The St. Lucie County Historical Museum maintains a WWII exhibit that includes uniforms, photographs, and copies of the USNATB-Fort Pierce base newspaper, *The Mock-Up*. A monument was dedicated January 1993 marking the 50th anniversary of the base and honoring men and women who served at that site. Adjacent to the museum is an Attack Boat Association display of a WWII Higgins Boat and a later version of the same vessel. The association hosts an annual Veterans Day recognition ceremony. A marker recognizing the training and sacrifice of the attack boat crews is on this site.

St. Lucie County Library
101 Melody Lane
(772) 462-1615

The Fort Pierce Branch of the St. Lucie County Library maintains a collection of primary source material related to WWII in Fort Pierce and USNATB—Fort Pierce in particular. Included are microfilm copies of the base newspaper, *The Mock-Up*.



Ponce de Leon Inlet Lighthouse



BLUE STAR HIGHWAYS

During World War II, the Blue Star Service Flag was displayed in the homes of men and women serving in the U.S. military. In 1944, Mrs. Lewis M. Hull, president of the Garden Club of New Jersey, and Mrs. Vance R. Hood of New Jersey's Blue Star Drive Committee, initiated a program to recognize the service and sacrifices of World War II veterans. Working with the state's highway department and the approval of the New Jersey State Legislature, a six-mile stretch of highway was designated a memorial and named the Blue Star Drive in honor of New Jersey veterans. At its annual meeting in 1945, the National Council of State Garden Clubs proposed a nationwide expansion of the program. Highways would be dedicated in each state, with Blue Star markers placed at appropriate locations. Blue Star Memorial Highways were to be landscaped with flowering trees and plants. Over the next several decades, Blue Star Highways were dedicated throughout the nation, including many in Florida. While the program originally honored World War II veterans, it was expanded in 1951 to honor veterans who had served throughout American history.

UDT-SEAL Museum 3300 North A1A (772) 595-5845

Founded in 1985, the museum is located at the place where the Underwater Demolition Team (UDT) trained in Florida during World War II. It is dedicated to preserving the artifacts and the history of America's Navy Frogmen and SEALs. The museum's outdoor displays include specialized patrol craft, underwater vehicles, space capsules, a Seawolf helicopter, and a captured gunboat. Inside the museum is a collection of diving gear, weapons, parachutes, uniforms, photographs, and original memorabilia used from WWII to the 1980s. The museum is located on North Hutchinson Island off A1A at Pepper Beach State Park.

United States Naval Amphibious Training Base North Hutchinson Island 3300 North A1A

Allied and American experience in Africa and the Pacific Islands convinced U.S. military leaders of the need for instruction in amphibious combat techniques. Protective barrier islands along the Florida Atlantic Coast made Fort Pierce an ideal location for training in amphibious warfare. The Navy established an Amphibious Training Base (ATB)

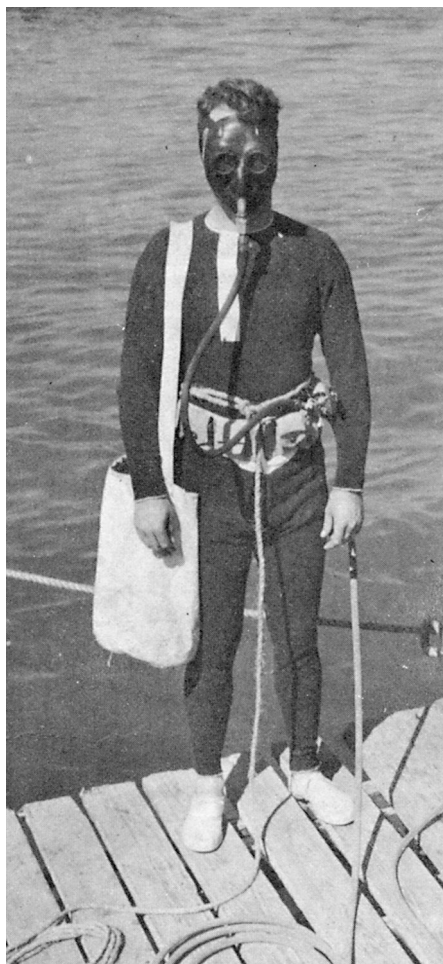
here in early 1943. Servicemen were trained as small and large landing craft crews, combat engineers, salvage crews, members of beach battalions, and Construction Battalions (CBs, or Seabees). A joint Army-Navy Scouts and Raiders School and a Naval Combat Demolition Unit (NCDU) program were established on the base. Among the troops who trained at the former facility were members of the Second Ranger Battalion, which stormed Point Du Hoc, Normandy on D-Day. The Navy's first Underwater Demolition Team class graduated here in July 1943. Training in the use of various landing craft designs (LCVPs, Higgins Boats, and LVTs) was conducted at this site. More than 110,000 soldiers, sailors, marines, and coast guardsmen were trained here before the base was decommissioned in February 1946. At its height, the facilities housed more than 18,000 trainees. A Volunteer Service Organization in Fort Pierce established three U.S.O. clubs to provide recreation and entertainment.

Trainees receiving instruction on the Thompson submachine gun, U.S. Naval Amphibious Training Base





U.S. Navy frogmen



FLORIDA WOMEN IN WORLD WAR II

World War II provided a catalyst for improved economic, social, and political conditions among American women. More than six million women entered the workforce for the first time between 1941 and 1945. In addition to clerical and secretarial jobs, they worked in shipyards and aircraft plants. Many stayed home to raise children and keep house while waiting for their husbands to return, fighting the battle of the home front, as rationing and shortages of goods and services posed challenges. Other women enlisted in the armed services. Some 272,000 women, including many Floridians, joined the Women's Army Corps. The Army established a major training facility for the WACs at Daytona Beach, where some 20,000 women eventually trained. Similar organizations like the Navy's WAVES and the Coast Guard's SPARS were also established. In addition the WASP, or Women Airforce Service Pilots, was a civilian organization utilized by the Air Transport Command for ferrying and training duties. Florida native Jacqueline Cochran was selected to organize the WASP. After the war she became the first woman to break the sound barrier.

INDIAN RIVER COUNTY

VERO BEACH

NAS Vero Beach
Vero Beach Municipal Airport
3400 Cherokee Drive
(561) 567-4526

Originally a small municipal airport used for refueling and maintenance by Eastern Airlines, this field became NAS Vero Beach in November 1942. Naval and Marine aviators as well as WAVES and women marines trained here. NAS Vero Beach was used as a Marine Air Squadron Base and as a training facility for Hellcat, Buccaneer, Wildcat, and Tigercat pilots. In December 1944, the mission of the field changed to night fighter training using F6F and F7F aircraft. The Fort Pierce site provided air-

sea rescue of downed pilots. Over 237,100 hours of flight time occurred between 1942 and the base closing in 1946. The former NAS site serves today as the Vero Beach Municipal Airport and is home to the Piper Aircraft Corporation. Two WWII-era buildings are in private use in the complex. A Florida Historical Marker dedicated to the memory of the men and women who trained at this site is located at the north side of the terminal.

Indian River County Library
1600 21st Street
(561) 770-5060

The Florida History/Genealogy Department has an extensive collection of photographs, letters, newspaper clippings, and documents related to NAS Vero Beach.

SOUTHWEST

DESOTO COUNTY

ARCADIA

Carlstrom Field

5847 S.E. Highway 31

Carlstrom Field, named for World War I pilot Lt. Victor Carlstrom, served as the Army's principal flying school until 1923. With the need for World War II primary pilot training, Carlstrom reopened in March 1941 under the operation of Riddle Aeronautical Institute Division of Embry-Riddle School of Aviation. Contracted to train Royal Air Force aviators, Riddle graduated its first class in August 1941. Carlstrom Field became the site of the G. Pierce Wood Memorial Hospital after the war. Many WWII-era buildings were used by the hospital. Former plane hangars served as maintenance buildings and the band shell remains on the site.

The Oak Ridge Cemetery

Lee Avenue, S.W.

This cemetery is the final resting place of 23 British RAF cadets who died here during training. A special marker at the cemetery recognizes their service and a ceremony is held in their memory each year on Memorial Day.

Dorr Field

DeSoto Correctional Institution

13617 S.E. Highway 70

(863) 494-3727

One of the four Riddle aeronautical institutes in Florida, Dorr Field opened in early 1942. Located on the site of a World War I base, maximum enrollment reached 700 students who received their training in Stearman training planes. Purchased by the State of Florida in 1947, it is the site of the DeSoto Correctional Institution. Some World War II structures remain in use at the facility.

LEE COUNTY

LEHIGH ACRES

Buckingham Army Airfield

Lehigh Acres Airport

15191 Homestead Road

To fill the Army Air Force's need for a flexible gunnery school, local Fort Myers officials acquired 6,500 acres in Buckingham, a rural community in the northeast quadrant of Lee County. This site was leased to the Army in early 1942. Activated in July 1942 as Buckingham Field, an Army colonel described the site as "... the ugliest field in the entire nation." Among the 483 buildings erected were seven mess halls, one hangar, 228 barracks, and 24 hospital buildings. Flying the B-17 Flying Fortress and the B-24 Liberator, Buckingham trained 50,000 aircrew gunners. With the establishment of the Central Instructors School in December 1942, all instructors took their training at

Jewish religious services at
Buckingham Army Airfield,
Lehigh Acres



this facility. B-17s from Sebring and Sarasota used Marco and Sanibel Islands as targets for bombing and machine gun practice. Returned to the City of Fort Myers in September 1945, Buckingham Field now serves as the Lee County Mosquito Control District (LCMCD) airfield and office. World War II period maps, photographs, and annuals may be viewed at the LCMCD office with prior arrangement.

CAPE CORAL

Iwo Jima Memorial

Four Mile Cove Ecological Preserve Southeast 23rd Terrace

Commissioned by the Gulf American Corporation in 1964, Felix W. de Weldon, sculptor of the original memorial in Washington, D.C., created this replica for the Rose Garden in Cape Coral. Restored by the sculptor in 1981, this one-third-scale recreation of the original Marine Corps War Memorial is one of three in existence. The sculpture was refurbished and rededicated at this location on February 22, 1998, with the support of the Marine Corps League.

FORT MYERS

Fort Myers Historical Museum

**2300 Peck Street
(239) 332-5955**

Photographs and artifacts related to WWII in Lee County are on permanent display. Of particular interest is the engine and cockpit of a P-39 Airacobra which was recovered from a local crash site. The museum archives include photographs of both Buckingham and Page Fields as well as issues of the Buckingham Field newspaper.

McCollum Hall

**2717 Martin Luther King, Jr.
Boulevard**

Constructed in 1938 by Clifford McCollum, Sr., McCollum Hall became a commercial center in the Dunbar Community, an African-American subdivision named after the poet Paul Laurence Dunbar. The second story was designed to house a large dance hall with a raised stage

for live performances. Duke Ellington, Louis Armstrong, B.B. King and other nationally famous performers appeared at this venue. During World War II, the second floor facility served as a USO for African-American troops stationed at Page and Buckingham Fields. The McCollum Hall structure remains, while the second floor dance hall became a rooming house in the mid-1980s.

Page Army Airfield

Page Field Airport

501 Danley Drive

Named for Captain Richard Channing Moore Page, the former Lee County Airport was leased to the Army Air Force in February 1942. Page, a WWI hero, became the first Floridian to join the Army Aviation Corps during that conflict. Operated by the Third Air Force, the B-24-equipped 98th Bombardment Group arrived for training in March 1942. In May, the 93rd Bomber Group arrived to replace the 98th. B-24s were used to patrol for submarines over the Gulf of Mexico. Fighter pilot training began in February 1943 using P-39 Airacobra pursuit aircraft. The P-40 Warhawk, P-47 Thunderbolt, and the P-51 Mustang airplanes saw service at Page. Russians used hundreds of Airacobras during World War II and flight instructors trained at this facility. Colonel Jimmy Doolittle's unit of modified B-25 bombers landed at Page Field in early 1942 while conducting training for its famous raid on Tokyo. The complement of officers, enlisted men, and women stationed at this facility reached 4,000 during the height of training. Some 225 German POWs from Camp Blanding saw duty at Page Field in early 1945. Returned to civilian use in September 1945 as the Lee County Page Field Airport, some World War II-era buildings remain in service on this site.

HENDRY COUNTY

CLEWISTON

Riddle Field

Airglades Airport

3200 Airglades Boulevard

Six miles Northwest of Clewiston

Directed by McCay-Riddle Aeronautical College, Riddle Field was one of several private flight schools in Florida during World War II. It opened in 1941 to provide primary, basic, and advanced training for both British and American pilots. Identified as No. 5 British Flying Training School (BFTS), over 1,300 British cadets learned to fly at this site using PT-17s, BT-13s and AT-6s. Local volunteers established a Cadet Club in what was known as the Pioneer Building (on Ponce de Leon Street behind present day U.S. Sugar Corporation), where dances and games were offered. The Clewiston Inn (NR listed 1991) also served as a meeting place for officers and cadets. The No. 5 BFTS Association of former students continues their contact with the Clewiston community through periodic visits. A memorial honoring the British cadets and the school they attended is located in Civic Center Park, in front of the Clewiston Inn, 108 Royal Palm Avenue. One hangar currently used for storage at Airglades Airport is the last existing WWII-era building remaining from Riddle Field.

CHARLOTTE

COUNTY

CHARLOTTE HARBOR

Charlotte County Historical Center

22959 Bayshore Road

(941) 629-7278

The permanent exhibit includes WWII uniforms and the U.S. Navy flag that was raised to signal the first wave of landings on Omaha Beach during the June 1944 D-Day invasion. Exhibits include items highlighting the over 200 Florida WWII military training facilities.

PUNTA GORDA

**Punta Gorda Army Airfield
Charlotte County Airport
28000 Airport Road**

In September 1943, this site served as a training base as an auxiliary field to the Third Air Force facility at Sarasota Army Air Base. Pilots trained on P-40s, P-47s, and P-51s. The 27th Service Group served as the base detachment with the 502nd Fighter-Bomber and 490th Fighter Squadrons training here. The Experimental Aircraft Association presently uses one WWII-era structure. Numerous iron tie-downs that secured fighter planes are still visible and are used today for civilian aircraft. This base became the Charlotte County Airport after the war.

SARASOTA COUNTY SARASOTA

**Sarasota Army Airfield
Sarasota Bradenton
International Airport
6000 Airport Circle**

Leased to the Army Air Corps in early 1942, the newly constructed Sarasota Bradenton Airport became Sarasota Army Airfield. Initially a 620-acre facility, the Army added 250

acres to the site in the course of its use. The 97th Bombardment Group transferred in March 1942 from Tampa's MacDill to begin training on the B-17 Flying Fortress. In June of that year, the base changed focus from bombers to fighters. Because the runways could not withstand the weight of bombers, the 69th Fighter Squadron transferred to Sarasota from Drew Army Airfield in Tampa to train on P-39 Airacobras. Local civic groups created recreational facilities for white airmen at the Municipal Auditorium (NR listed 1995) and at the Municipal Pier. African-American airmen found their entertainment and amusement in a segregated facility in Sarasota. By late 1947 the Army had transferred the land back to the airport authority for civilian use of the field as Sarasota Bradenton International Airport. To recognize the significance of this site, the Sarasota County Historical Commission placed a historic marker in front of the main terminal in 1996. Unit-specific commemorative plaques are found in the main terminal building.

VENICE

**Venice Archives and Area
Historical Collection
351 South Nassau Street**

The Venice Archives and Area Historical Collection features a collection of photographs, documents, and construction plans related to the Venice Army Airfield. Copies of the base newspaper, *The Venice Aerial*, are present as well. The archives is housed in the Triangle Inn (NR listed 1996).

**Venice Army Airfield
Venice Municipal Airport
150 East Airport Avenue
(941) 486-2711**

The U.S. Army opened Venice Army Airfield in December 1942. Tasked with training third echelon maintenance crews, it was used jointly by the Third Air Force and the Air Technical Services Command. This site had a complement of more than

4,000 military and civilian personnel. Factory-staffed engine schools from Rollison, Republic, Rolls-Royce and Pratt operated at the base to enhance training efficiency. Referred to as "Sail-jers," Army personnel used speedy crash boats to rescue pilots downed in the Gulf of Mexico as well as to salvage equipment from sunken planes and other naval operations. In 1944, 400 men of the 14th Chinese Service Group trained at Venice using P-40 Warhawk pursuit aircraft. Aircraft based at this location included P-39 Airacobras, P-47 Thunderbolts, and P-51 Mustangs. Some 200 German POWs from Camp Blanding were placed here with work assignments ranging from carpentry to duty in the officer's mess. Following the war, this facility became Venice Municipal Airport. Runways are all that remain of the 1,600-acre World War II base.

Heritage Park and the Veterans Memorial

500 Block, West Venice Avenue

Venice Army Airfield personnel are commemorated through a one-third-scale re-creation of the distinctive air-base entrance arch found in Heritage Park in Venice. Adjacent to this site is the Veterans Memorial honoring all veterans of the Venice community.

COLLIER COUNTY NAPLES

**Collier County Museum
3301 Tamiami Trail East
Naples, Florida 34112
(239) 774-8476**

A Sherman tank, on permanent display, was acquired from a private collector. Designed in 1940 and named after Civil War general William Tecumseh Sherman, the Sherman tank was the workhorse of the American and Allied armies during World War II. It saw its first action with the British 8th Army in 1942, and played a key role at the battle of El Alamein in North Africa.



Magazine ad promoting Florida Grapefruit Juice.

SOUTHEAST

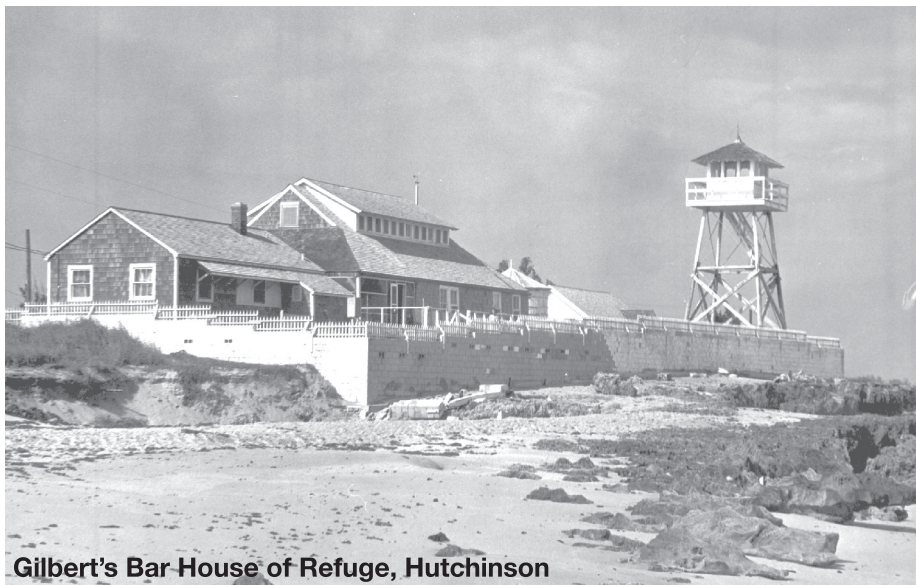
MARTIN COUNTY

HOBE SOUND

Camp Murphy

**Jonathan Dickinson State Park
16450 S.E. Federal Highway**

The 11,200-acre site of Camp Murphy served as a top-secret radar training facility, operated by the Southern Signal Corps School for the Army from April 1942 until November 1944. Named for Col. William Herbert Murphy, a U.S. Army pioneer in electronic equipment, the camp provided research and development resources to the military. A large number of buildings were constructed for use by 854 officers and 5,000 enlisted men stationed here during this 31-month period. Pilots from NAAS Witham at Stuart flew training missions over Camp Murphy to provide "targets" to the students learning to use the radar equipment. Camp Murphy became Jonathan Dickinson State Park when acquired by the State of Florida after the war. Two WWII-era buildings remain in use by the Park Service.



Gilbert's Bar House of Refuge, Hutchinson

STUART

NAAS Witham

**Witham Field Airport
1871 S.E. Airport Road**

The U.S. Navy used MacArthur Field as an auxiliary field to NAS Vero Beach and for night fighter training. The site was renamed NAAS Witham in honor of the first naval aviator from Stuart to be killed during the war, Paul "Homer" Witham. In 1947 the facility returned to civilian use as Witham Field Airport. Few buildings remain from the World War II period.

HUTCHINSON

**Gilbert's Bar House of Refuge
(NR listed 1974)**

**Gilbert's Bar House of
Refuge Museum**

**301 S.E. MacArthur Boulevard.
(561) 225-1875**

The Gilbert's Bar House of Refuge first saw duty in 1876 as a U.S. Life Saving Service station. The structure served as an aid station to shipwreck victims for many years, operated by the U.S. Coast Guard between 1914 and 1940. In 1941, the U.S. Navy took control of the facility and with U.S. Coast Guard personnel, oper-



THE BLIMP VS U-BOAT BATTLE

On July 18, 1943, the U.S. Navy Blimp K-74 engaged the German submarine U-134 off Islamorada in the Florida Keys. The K-74 was patrolling the Florida Straits for enemy submarines, protecting two merchant ships behind it. It carried a crew of 10, commanded by Lieutenant Nelson Grills.

At 11:30 p.m., the crew spotted U-134. Grills began an attack on the German vessel at 11:50. While machine guns from the blimp strafed the submarine, German deck guns scored several hits on the U.S. airship, damaging its engines. The Americans sent distress signals and attempted to bomb the sub, but the bombs remained stuck in their rack. Within five minutes the blimp slowly fell to the sea and settled into the water. The crew spent the night near their blimp, which sank the following morning. The men were rescued by the *U.S.S. Dahlgren*, but not before Petty Officer Isadore Stessel was attacked and killed by a shark.

The U-134, its main ballast and a diving tanks damaged, was ordered to France for repairs but was sunk enroute. Grills and another crewmember received the Purple Heart for wounds, and the lieutenant later received the Distinguished Flying Cross.



COAST GUARD

In 1942, the Navy Department authorized the U.S. Coast Guard Auxiliary Flotilla No. 2 to establish a Coastal Picket Patrol manned by individuals who would serve short periods on ships capable of spending at least 48 hours at sea. The ships were private vessels loaned, purchased, or requisitioned by the government. This flotilla was popularly called the Corsair Navy, Mosquito Fleet, or the Hooligan Navy. They carried machine guns, radios, and occasionally depth charges, and patrolled the coast, rescuing survivors and reporting U-boat sightings. As the war progressed, the regular Coast Guard took control of the patrols.

The Seventh Naval District beach patrol also patrolled the coastline and was charged with detecting enemy vessels, preventing attempted ship-to-shore contact, reporting enemy landing attempts, and providing assistance to survivors of torpedoed ships.

The Coast Guard curtailed beach patrols in fall 1943 and discontinued their use in February 1944. For a time personnel continued to man watch-towers along the coast, but by September 1944 these, too, were discontinued.

ated coastal patrols to guard against U-boats and hostile aircraft. Coast Guardsmen used the structure as quarters while manning the watch-tower and patrolling the beach. Horses and dogs were used in coastal patrol duties along the Atlantic Coast. Gilbert's Bar House of Refuge was the nation's last operational life saving station. It became the property of Martin County when deactivated in 1945. In 1969, it became the House of Refuge Museum. The museum features permanent exhibits and WWII photographs, including a map identifying the location of ships sunk by U-boats in the Atlantic off the Florida coast.

PALM BEACH COUNTY

BOCA RATON

Boca Raton Army Airfield
Boca Raton Airport
3700 Airport Road, Suite 304
Florida Atlantic University

In 1942 the Boca Raton Airport was converted into an Army Air Force radar training station by 3,500 construction workers and \$11 million in government appropriations. In October 1942, Boca Raton AAF provided courses for airborne radar operators, mechanics, and electronics officers. The heavy volume of Atlantic maritime traffic provided ample opportunity for practice in radar applications. Using B-17s, B-24s, B-25s, and B-26s, radar-bombing runs were frequently made on the nearby Avon Park Bombing Range. Training for B-29 crews took place at Boca Raton

AAF during the last year of the war. In December 1948, the town of Boca Raton acquired this location from the War Assets Administration. Today the Boca Raton Airport and the Boca Raton Campus of Florida Atlantic University occupy the site. Several WWII-era barracks buildings remain in use on campus.

JUPITER

Jupiter Inlet Lighthouse & Barracks
(NR listed 1973)

Jupiter Lighthouse Park
U.S. Highway 1 and A1A
(561) 747-8380

The Jupiter Inlet Lighthouse went into service in 1860, just prior to the beginning of the Civil War. It is the oldest surviving structure in Palm Beach County. United States Coast Guard personnel operated the lighthouse beginning in 1939. Like other Atlantic coast lighthouses, during World War II its beacon was dimmed to protect Allied ships in the Atlantic. Higher intensity lights used prior to the war would silhouette vessels at night and make them vulnerable to attack by German U-boats. A WWII-period barracks building on site, restored by the Florida History Center, serves as the visitors center.

WEST PALM BEACH

Lake Worth Inlet
Coast Guard Station
Peanut Island in Lake Worth Inlet
(561) 842-8202

The restored United States Coast Guard Station on Peanut Island is a two-story frame Colonial Revival style structure constructed in 1936. During World War II the station was



Jupiter Inlet Lighthouse & Barracks

one of only four such stations in Florida, serving as a base for coastal patrols and rescue missions. Visitors may reach Peanut Island by one of two ways. Boat tours leave from Currie Park near Flagler Boulevard in West Palm Beach. Water taxi service is available from the marina in Phil Foster Park near the Blue Heron Bridge.

PALM BEACH

Morrison Army Airfield

Palm Beach International Airport

1000 Turnage Boulevard

Morrison Field, dedicated to Grace K. Morrison, a county airfield pioneer, was opened in 1936. In 1941, the U.S. Army Air Corps began the military conversion of Morrison Field. The 313th Materiel Squadron, previously operating at the Miami Municipal Airport, moved to Morrison in April 1942. Charged with maintaining aircraft of the Ferry Command and handling air cargo and airport facility maintenance, the 1,000-man cadre worked around the clock seven days a week to keep the planes in the air. Base personnel overhauled and repaired aircraft and then tested planes for airworthiness before releasing them to service. As many as 250 WACs served at Morrison. The facility became Palm Beach International Airport upon deactivation in June 1947. In 1988, a terminal was dedicated in honor of Palm Beach County Medal of Honor recipient, U.S. Navy Commander David McCampbell.

Ream Army General Hospital

The Breakers (NR listed 1973)

One South County Road

(561) 655-6611

The luxurious Breakers Hotel was converted to a military hospital in anticipation of casualties from the Allied invasion of Africa. The Ream Army General Hospital opened in December 1942. Named in honor of a flight surgeon killed in action, the 500-bed facility specialized in neuropsychiatry and plastic surgery. Officers and nurses used the oceanfront "Breakers Cottages" as barracks.



David McCampbell



Daniel "Chappie" James

PROMINENT FLORIDIANS

Seven native or adopted Floridians received the Medal of Honor, the nation's highest award for heroism. Awardees included Crawfordville native Cecil Bolton, for his actions with the 104th Infantry Division in Holland; Robert Femyer of Jacksonville, an Army Air Corps officer who saved the lives of his crew despite fatal wounds; Navy pilot David McCampbell of West Palm Beach, the top scoring ace to survive the war with 34 aerial victories; Thomas B. McGuire, Jr., of Sebring, an Army Air Force pilot who destroyed 38 Japanese planes; Robert M. McTureous, Jr., of Altoona, for heroic actions on Okinawa; James Mills of Fort Meade for heroism at Anzio Beachhead in Italy; and Alexander R. Nininger, Jr., of Fort Lauderdale for valor in the Philippines. Only Bolton, McCampbell and Mills survived the war.

William Braswell was a Florida Guardsman who earned a Distinguished Service Cross, a Bronze Star with "V" device, and two Purple Hearts. Future U.S. Congressman Charles Bennett joined the Army and saw combat in the Pacific, earning a Silver Star

and a Bronze Star. Sam Gibbons, also a future U.S. Congressman, parachuted into Normandy early on the morning of June 6, 1944, with the famed 101st Airborne Division. Future Senator George Smathers served in the Marines and rose to the rank of lieutenant colonel, while Sumter Lowry of Tampa commanded the 56th Artillery Brigade on New Guinea, and received a Distinguished Service Medal.

Other prominent Floridians included Paul Tibbets of Miami, who piloted the *Enola Gay* in August 1945 when it dropped the first atomic bomb on Hiroshima, and Pensacola native Daniel "Chappie" James, who served with the famous Tuskegee Airmen in WWII, flew fighters in the Korean and Vietnam Wars, and became the first African American to reach four-star rank. In the late 1970s, General James was tapped as a potential candidate for lieutenant governor of Florida but died of a heart attack just a few weeks after his retirement.

Palm Beach matrons donated their time as volunteers and nationally known dignitaries, including Eleanor Roosevelt and Senator Harry Truman, visited the hospital patients. In 1944, the Breakers resumed operation as a hotel.

BROWARD COUNTY

FORT LAUDERDALE

NAS Fort Lauderdale

320 Terminal Drive

Fort Lauderdale/Hollywood
International Airport

Merle Fogg Field, constructed in 1929 on an abandoned golf course, served as the local municipal airport prior to WWII. NAS Ft. Lauderdale was commissioned in October 1942 and provided training for pilots and crewmen of the TBF/TBM Avenger torpedo plane. Lacking a practice carrier deck for takeoffs and landings, simulated land decks were used. As aircraft carriers became more plentiful, the U.S.S. *Solomons* saw duty at this station to aid in carrier-based pilot training. Radar school and air-sea rescue training were also provided. Over 700 pilots were intentionally or accidentally dropped in the Atlantic to provide experience for pilots and crews. Auxiliary fields to this site were located at North Pompano and West Prospect. Those fields today are Pompano Beach Airport and

Ft. Lauderdale Executive Airport, respectively. A young Ensign George H. W. Bush served here as a pilot trainee from June 16 to August 20, 1943. On his 18th birthday, June 12, 1942, George Herbert Walker Bush graduated from Phillips Academy in Andover, Massachusetts and enlisted in the U.S. Navy as a Seaman 2nd Class. Receiving his wings and commission on June 9, 1943, while still 18 years old, he was the youngest pilot in the Navy at that time. For his courageous service in the Pacific Theater during the war, the future U.S. President was awarded the Distinguished Flying Cross and three Air Medals.

NAS Ft. Lauderdale may be best remembered as the home base of the "Lost Patrol." Five TBM Avengers left this station on a routine training mission on December 5, 1945, and were lost under mysterious circumstances. A PBM launched later that day from NAS Banana River to locate the missing patrol never returned. In 1948, the site reverted back to civilian use as the present day Fort Lauderdale-Hollywood International Airport. The Broward County Women's Council of the Navy League erected a memorial at the airport in 1971 to honor the naval aviators who served at NAS Ft. Lauderdale during the war. On December 5 each year, a memorial service pays tribute to the



George Herbert Walker Bush

men who lost their lives at this station.

Nininger Statue and Memorial On the Riverwalk

North side of New River

Dedicated on Memorial Day 1994, this bronze statue on a marble base commemorates the life and heroic military service of Lt. Alexander Ramsey "Sandy" Nininger. The work by sculptor Enzo Gallo depicts Lt. Nininger as he might have appeared just prior to his death on January 12, 1942. The mosaic tile mural behind the statue is dedicated to all veterans. The names of over 300 Broward County war dead are inscribed in special bricks surrounding the marble base of the monument. The citation accompanying Lt. Nininger's Medal of Honor reads in part: "...[Nininger] repeatedly forced his way to and into the hostile position. Though exposed to heavy enemy fire, he continued to attack with rifle and hand grenades and succeeded in destroying several enemy groups." The sidebar on page 53 provides further information on Lt. Alexander Nininger.



C-17—Ocean View, Breakers Hotel, Palm Beach, Fla.

78-H989

The Breakers Hotel, Palm Beach

MIAMI-DADE COUNTY

HOMESTEAD

Homestead Army Airfield
Homestead Air Reserve Base
29050 Coral Sea Boulevard
 South Dade County Airport became Homestead Army Airfield in November 1942. Until that time, the Pan American Air Ferries Corporation provided transport service for the Army Air Corps. Homestead was a departure point for shipment of transport aircraft. Using a southern route to South America and then Africa, aircraft traveled to the Middle East and the China-Burma-India Theater. The 54th Ferrying Squadron, part of the Caribbean Wing's 15th Ferrying Group, provided crews for various types of aircraft for war use. By 1943, the field specialized in training transport pilots and crews. With the surrender of Japan in August 1945 and severe hurricane damage the same year, Homestead AAF closed for several years. In 1992, after extensive damage from Hurricane Andrew, the base was transferred from the Air Force to the Air Force Reserve. This is a closed installation. Public access is allowed only after receiving prior permission from the Homestead Public Affairs Office.

MIAMI

**Historical Museum of
 Southern Florida**
101 West Flagler Street
(305) 375-1492

The museum's Research Center is a repository of hundreds of photographs, period maps, posters and related materials reflecting the significant role of South Florida during World War II.

NAS Richmond
**University of Miami &
 Miami Metrozoo**
12400 S.W. 152nd Street

Named for the sawmill community that it replaced, with 2,107 acres the NAS Richmond facility became the world's largest blimp base when it was commissioned September 15, 1942. This facility was established in response to the threat of German U-boats in Florida waters. To provide antisubmarine patrol, rescue, escort and utility services in this area, Blimp Patrol Squadron ZP-21 arrived in October 1942. Over \$13 million was spent to create the fully independent base, which boasted three 16.5-story hangars over 1,000 feet in length. In August 1943, trainees used portable helium processing equipment at the Helium Plant Operators School. By March 1944, the base complement included 99 officers, 607 enlisted men and 202 civilians including Goodyear technicians,



ALEXANDER RAMSEY NININGER, JR.

"Sandy" Nininger earned, posthumously, the first Medal of Honor awarded to an American serviceman in the conflict. Born in Atlanta, Georgia, in 1918, Nininger graduated from Fort Lauderdale's Central High School in 1937 and entered the United States Military Academy at West Point. After graduation he was posted to the 57th U.S. Infantry Regiment, Philippine Scouts. When the war began, Nininger joined a company of General MacArthur's defensive force in the Philippines. When troops became isolated on the Bataan Peninsula, he took command of a detachment sent to clear out Japanese troops who had infiltrated the American lines. They attacked and destroyed several enemy positions with rifles and grenades. Despite being wounded three times, "he continued his attacks until he was pushing alone far within the enemy position. When his body was found after recapture of the position, one enemy officer and two enemy soldiers lay dead around him."



*D. C. 135—"Off to Study," Army Air Forces,
 Miami Beach, Fla.*



FLORIDA'S SEMINOLE TRIBE IN WORLD WAR II

At the outbreak of World War II, Florida's Seminole Tribe population numbered between 550 and 800. Some lived on the three reservations at Dania, Big Cypress, and Brighton, while others lived in small settlements in the southwest portion of the state.

In 1924, congressional legislation granted citizenship to all American Indians, making Seminoles eligible for the draft, which was instituted in 1940. Tribal leaders opposed draft registration, and initially only two Seminoles enrolled for Selective Service. Seminole Superintendent Dwight Gardin tried to force the remainder to comply and requested that the FBI arrest several tribal leaders. The arrests never took place and by June 1, 1942, W. Stanley Hanson, who had been appointed head of the Seminole registration program, reported that 67 of 108 eligible Seminoles had registered. The State Selective Service determined not to press the registration issue, as only a few members of the tribe would have met qualifications to serve. Eventually, several Seminoles enlisted for military service. Howard Tiger (above) joined the Marines in September 1943, while Jack Osceola served in the Army and Moses Jumper, Sr. in the U.S. Navy.

and a small contingent of WAVES. The only recorded battle between a blimp and a submarine occurred on July 18, 1943, when Navy airship K-74 encountered a German sub in the Florida Straits. Shot down by anti-aircraft fire from the U-boat, the blimp sank with the loss of one life. (See Blimp-U-Boat sidebar on page 49.) A hurricane in September 1945 resulted in the destruction of the three "hurricane proof" blimp hangars, 25 blimps and 365 fixed-wing aircraft. NAS Richmond ceased operations in November 1945. The grounds are now home to the University of Miami, Miami Metrozoo, and assorted private and government sites. Building 25, the former headquarters building, remains the only base-related structure.

Wings Over Miami 14710 S.W. 128th Street (305) 233-5197

Founded in 1987, the museum's mission is to preserve and restore aircraft from the beginning of flight through the end of the WWII era. Aircraft on display include a P-51 Mustang, a C-47, PBX Catalina, and a F6F Hellcat. Many of the aircraft are maintained in flying condition.

NAF Dinner Key (NR listed 1975) Miami City Hall 3500 Pan American Drive (305) 416-1040

Naval aviation at Dinner Key dates back to the creation of the nation's first naval air station in 1917. This site originally saw duty as a sea-plane and dirigible base. In 1932, the United States Coast Guard commissioned it CGAS Miami. NAF Dinner Key was commissioned on August 1, 1943. The Navy used the naval air facility for winter training as early as November 1942. The Coast Guard continued to fly from this field using OS2U Kingfishers, PBX Catalinas, PBMs, and JRFs. Pan American Airlines conducted navigational training from this location. Base personnel levels averaged 130 officers and 600 enlisted men during the war. The City of Miami purchased the facility in June 1945 when NAF Dinner Key was decommissioned. In 1972, the WWII-era Coast Guard Air Station Hanger at Dinner Key was also acquired by the City of Miami and was listed in the National Register of Historic Places in 2002.

U.S. Car No.1 Gold Coast Railroad Museum (NR listed 1977) 12450 S.W. 152nd Street

In early 1942, with U.S. involvement in World War II, White House aides felt President Roosevelt should have



U.S. Navy dive bombers, Miami

a custom-built railroad car to provide maximum protection when traveling. Built by the Pullman Company in 1928, the *Ferdinand Magellan* was redesigned, utilized by four American presidents, and designated a National Historic Landmark in 1985.

MIAMI BEACH

Jewish Museum of Florida (NR listed 1980)

**301 Washington Avenue
(305) 672-5044**

The Jewish Museum of Florida is located in a former synagogue that housed Miami Beach's first Jewish congregation. In addition to the permanent exhibit, "Florida Jews in the Military," the museum houses the MOSAIC Photo Collection of Florida Jewish History. The museum's collections and research center reflects Florida Jewish history since 1763 and is available for use by the public. The adjacent building at 311 Washington, served during World War II as a USO facility for the many service personnel then stationed in the Miami Beach community.

Miami Beach Hotels

"The best hotel room is none too good for the American soldier." With this comment, Under Secretary of War Robert P. Patterson in 1942 answered critics of his plan to use resort hotels for military training

facilities. In February 1942, enlisted men and officer candidates arrived in Miami Beach for military training. Hotel and apartment owners warmed to lease arrangements with the military. Government-imposed gas rationing and tar-stained beaches caused by U-boat destruction of Allied ships in the Atlantic, led to fewer bookings and restricted tourism. Resort hotels became mess halls, bachelor officers' quarters and crowded army barracks until the summer of 1943. Ultimately 300 hotels and apartment buildings became military facilities in service to nearly one-half million Army trainees. At one time, Miami Beach hotel rooms were home to 78,000 soldiers, including such notables as Clark Gable, Hank Greenberg, and Franklin Roosevelt, Jr. Estimates are that the facilities in Miami Beach saved taxpayers \$6 million in building costs. As many as 200 of these hotels remain in use and, in many instances, retain their WWII-era name. On December 7, 1999, two historic markers were erected at the intersection of Ocean Drive and 10th Street to recognize the contributions of the servicemen and women and the City of Miami Beach to the successful outcome of World War II.

VOYAGE OF THE S.S. *St. Louis*

In May 1939, the passenger liner *St. Louis* left Hamburg, Germany for Havana, Cuba with 936 German Jews fleeing Nazi persecution. They had purchased special certificates from the Cuban Director General of Immigration and they believed they would be allowed to enter Cuba. However, when they reached Havana only 22 individuals holding Cuban visas were allowed to disembark. After unsuccessful negotiations, the Cuban government forced the ship to leave Havana. Refugees without Cuban visas remained on board.

The *St. Louis* then sailed north to the Florida coast, its captain still hoping to enter either Cuba or the United States. A U.S. Coast Guard cutter shadowed the vessel to stop passengers from attempting to reach shore. The ship finally anchored off Miami Beach, and sympathetic Floridians mounted protests demanding that passengers be admitted. Their efforts were unsuccessful. On June 7, 1939, the ship returned to Europe. Great Britain, Belgium, France, and the Netherlands finally agreed to accept 847 refugees. The rest were returned to Germany. Only one-fourth of the *St. Louis's* Jewish passengers, an estimated 240, survived World War II.



CORAL GABLES

The Biltmore Hotel (NR listed 1972)
1200 Anastasia Avenue
(305) 445-1926

On March 7, 1943, the U.S. War Department converted the Biltmore Hotel to a military hospital called the "Army Air Forces Regional Station Hospital at Coral Gables." Six months later, the hospital's name was changed to "Army Air Force Regional Station Hospital No. 1." From that time it functioned primarily as a convalescent facility until the end of the war. Built in 1926, the Biltmore Hotel was designated a National Historic Landmark in June 1996, and operates today as a luxury hotel.



OPA-LOCKA

NAS Miami

Opa-Locka Airport

The site referred to as NAS Miami consisted of three separate fields: Opa-locka or Mainside, Miami Municipal, and Master Field. The Opa-locka site originated in 1918, when the Navy relocated a blimp hangar from Key West. In the early 1930s a Naval Reserve Training Base was established here. Construction began in 1940 when the site was designated an air station and commissioned NAS Miami in August 1940, to provide intermediate training. In 1942, Miami Municipal and Master

Fields were purchased from the city and became part of the complex. Training in fighter, dive-bombing, and torpedo bombing took place on base. Aircraft included the Brewster F2A Buffalo fighters, SBD Dauntless dive-bombers, TBF Avenger torpedo planes, and the F4F Wildcat fighter. The station served as headquarters for the 7th Naval District, supported a naval air gunnery school, a Marine Corps Air Station, a Coast Guard Station, and a small craft-training center. By 1945, NAS Miami reached a peak complement of 103,000 officers, enlisted men, and civilians. Miami Municipal Field and Master Field,

connected by a taxiway across railroad tracks, supported NAS Miami, each having four asphalt paved runways, hangars, barracks, and support buildings. Rededicated in 1947 as Amelia Earhart Field, the Miami Municipal field no longer serves as an airport. The former Master Field site is the site of Miami-Dade Community College. The Navy deactivated the base in 1947. The Mainside base became the Opa-Locka Airport. A few World War II hangars remain in use at this airport. WWII-era photographs, maps, and drawings at the airport office may be viewed by prior arrangement.



MONROE COUNTY

KEY WEST

NAS Key West

Located at Mile Marker 8 on U.S. Highway 1

Key West Naval Station originated in 1823 as a base from which American naval forces could suppress pirates in the Caribbean and Gulf. The scene of much naval activity during several wars, this facility served only as a radio station in the late thirties. The Navy reactivated Naval Base Key West at Trumbo Point in November 1939 and located a submarine base and PBY Squadron there. By December 1940 Trumbo Point received designation as NAS

Key West. Using four destroyers and three submarines, the Navy operated one of three sonar sound schools at this station, training both American and Allied seamen. OS2U Kingfishers and PBM Mariners operated here. With the German U-boat threat to Atlantic shipping, Key West became an assembly point for convoys. Meacham Field, the Key West Municipal Airport, became an Army Airfield immediately after the Japanese attack on Pearl Harbor. Antisubmarine aircraft and P-40 Warhawk fighters were stationed here. With the departure of the Army, Meacham became an outlying field for NAS Key West and a base for a blimp utility squadron. To replace Meacham Field as Key West's Municipal Airport, the Civilian Aircraft Authority developed a new field on Boca Chica Key. Because of wartime demand for airfields, Boca Chica became an Army antisubmarine airfield. Released to the Navy in 1943, the base began training carrier pilots, torpedo bombers, and night fighters. In 1944, Marine squadrons trained on SBDs and PBJs. During the war as many as 15,000 service person-

nel and dependents made Key West their home. In March 1945, the naval facilities on Key West were consolidated as NAS Key West. Following the Allied victory in August 1945, Meacham Field returned to civilian control and became Key West Municipal Airport. The Navy retained use of NAS Key West as part of Key West Command Center. As a closed facility, public access is permitted only by prior arrangements with the base Public Affairs Office.

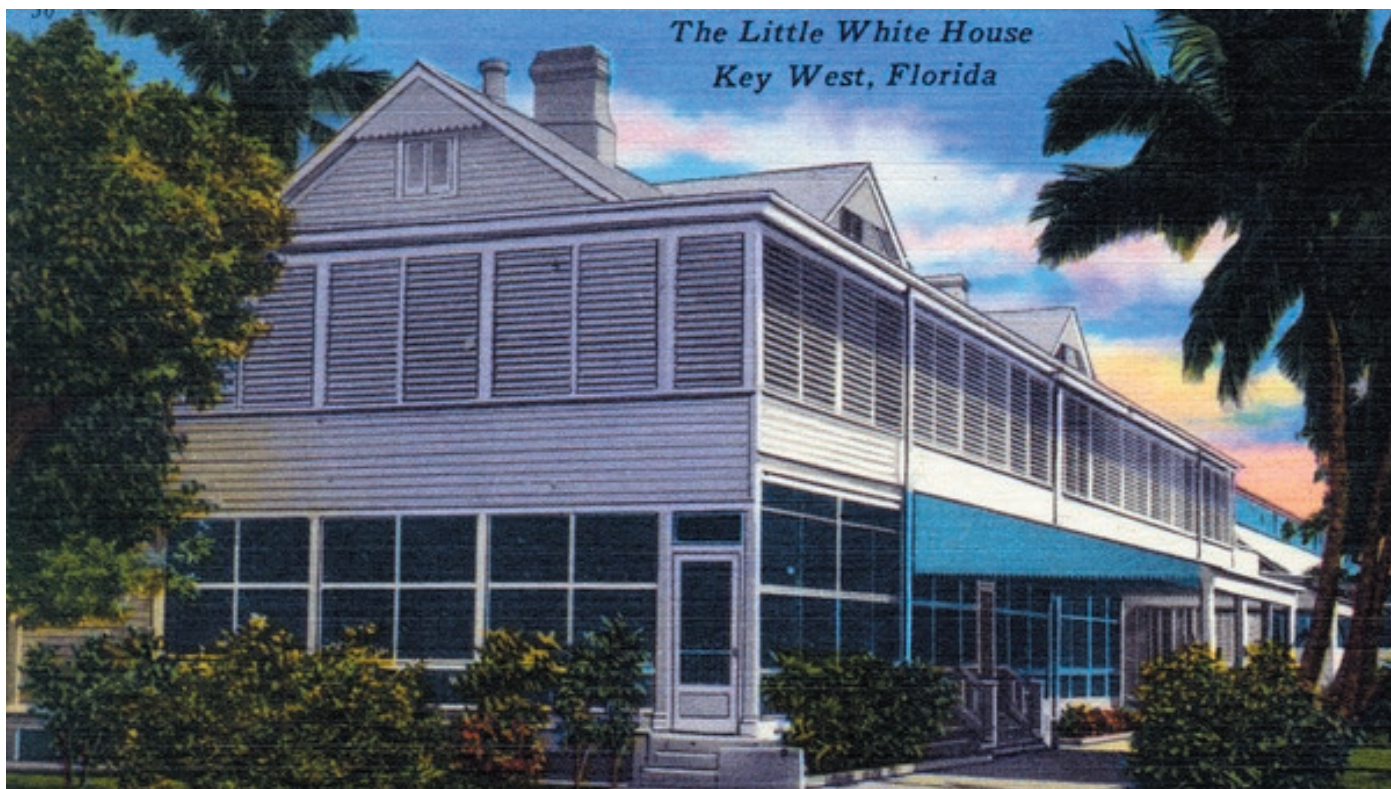
**Little White House (NR listed 1974)
111 Front Street
(786) 294-7277**

Harry S. Truman became president upon the death of President Franklin Roosevelt in April 1945. As the United States' 33rd President, Truman presided over the surrender of Germany and Japan, to end World War II. The so-called, "Little White House" was constructed in 1890 as a two-family home for the U.S. Navy base commandant and paymaster. President Truman remodeled the property in 1948 for use as his vacation home, and he visited the "Little White House" 175 times between

1946 and 1952, often bringing government officials as guests. "Florida's Only Presidential Museum," furnished as it was during President Truman's visits, is open to the public.

Historical Military Memorial Mallory Square

Once called the "Gibraltar of the Gulf," Key West has historically occupied a strategic position for U.S. defense. This memorial features 10 stone and bronze pedestals, each capped with a plaque providing an overview of U.S. military conflicts in which the Florida Keys played a significant role from the early 1800s to the present. The Key West base reached a peak of over 3,000 acres and 15,000 military personnel in World War II.



NORTHWEST (pages 7-13)

Franklin County

Carrabelle

Camp Gordon Johnston

Camp Gordon Johnston Museum

Okaloosa County

Valparaiso

Air Force Armament Museum

Eglin Army Air Force Base

Eglin-Hurlburt Field Airdrome

Crestview

Okaloosa County Veterans Memorial

Santa Rosa County

Milton

NAS Whiting Field

Escambia County

Pensacola

Barrancas National Cemetery

"Chappie" James House

Fort Barrancas

Fort Pickens

John C. Pace Library

NAAS Corry Field

NAAS Saufley Field

NAS Pensacola

National Museum of Naval Aviation

WWII Memorial

Jackson County

Marianna

Marianna Army Air Base

Bay County

Panama City

Naval Section Base

Tyndall Army Airbase

NORTH CENTRAL (pages 14-20)

Alachua County

Alachua

Alachua County War Memorial

Gainesville

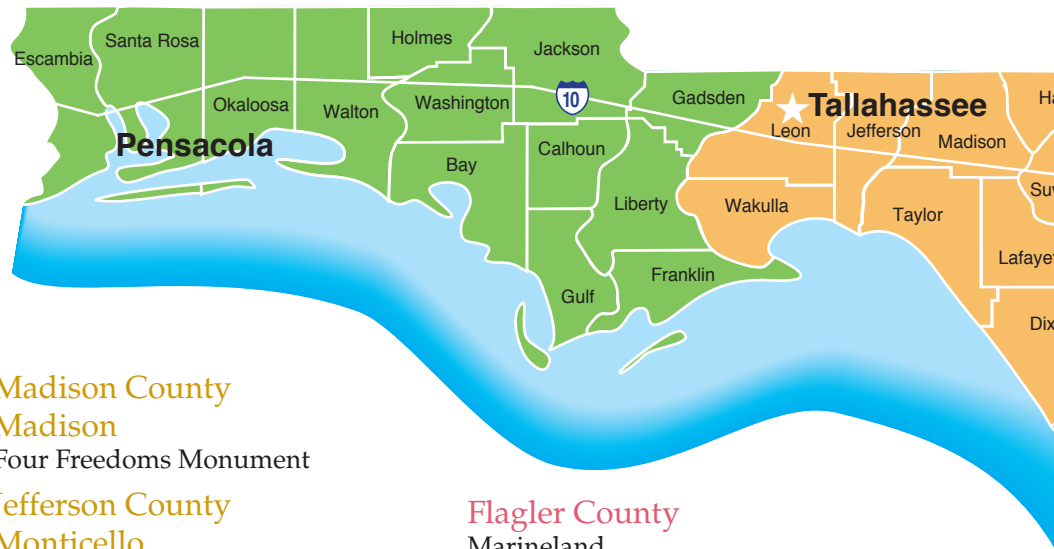
Alachua Army Airfield

George A. Smathers Library

Columbia County

Lake City

NAS Lake City



Madison County

Madison

Four Freedoms Monument

Jefferson County

Monticello

"Boots" Thomas Memorial

Taylor County

Perry

Perry Army Airfield

Leon County

Tallahassee

Claude Pepper Library

French World War II Monument

Dale Mabry Field

Florida's Medal of Honor Wall

Institute on WWII and the Human Experience

Leon County WWII Memorial

Florida State Archives

Museum of Florida History

Florida World War II Veterans Memorial

Wakulla County

Wakulla Springs

Wakulla Springs Lodge

NORTHEAST (pages 21-27)

Nassau County

Fernandina Beach

Fort Clinch

Clay County

Green Cove Springs

NAAS Green Cove

Duval County

Jacksonville

NAAS Mayport Naval Station

NAS Jacksonville

Flagler County

Marineland

Putnam County

Palatka

Kay Larkin Field

St. Johns County

St. Augustine

Hotel Ponce de Leon

St. Augustine Lighthouse and Museum

St. Augustine National Cemetery

World War II Memorial

Clay County

Starke

Camp Blanding

Camp Blanding Museum and Memorial Park

CENTRAL (pages 28-32)

Lake County

Altoona

McTureous Homestead and Museum

Highlands County

Avon Park

Avon Park Bombing Range

Avon Park Museum

Lodwick Aviation Military Academy

Sebring

Hendricks Army Airfield

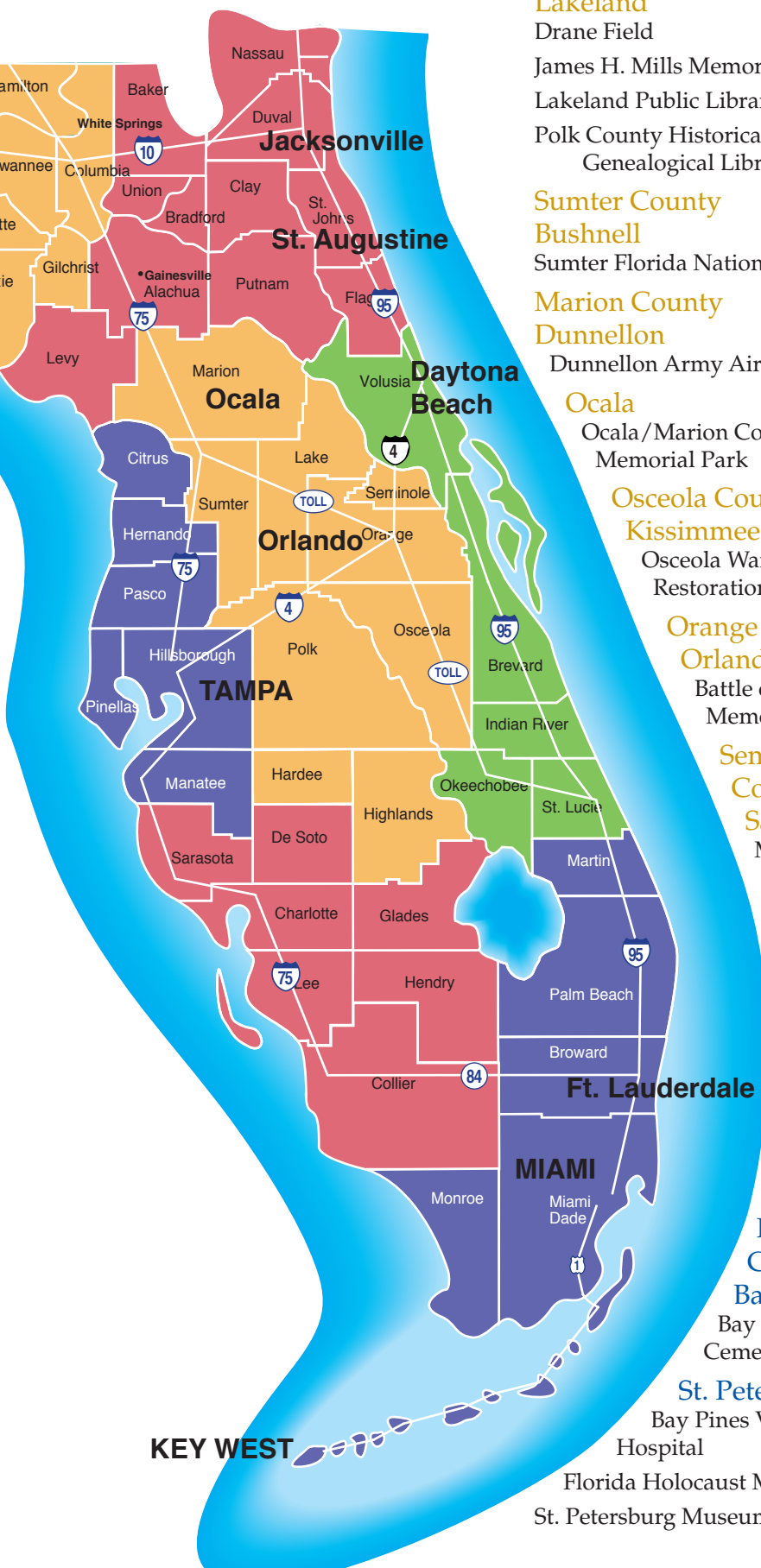
Major Thomas B. McGuire, Jr. Memorial Building

USS *Highlands* Memorial

Polk County

Bartow

Bartow Army Airfield



Lakeland

Drane Field
James H. Mills Memorial
Lakeland Public Library
Polk County Historical &
Genealogical Library

Sumter County

Bushnell

Sumter Florida National Cemetery

Marion County

Dunnellon

Dunnellon Army Airfield

Ocala

Ocala/Marion County Veterans
Memorial Park

Osceola County

Kissimmee

Osceola Warbird
Restoration Museum

Orange County

Orlando

Battle of the Bulge
Memorial

Seminole

County

Sanford

Museum of
Seminole
County
History
NAS
Sanford
Sanford
Museum

WEST

CENTRAL

(Pages 33-
39)

Pinellas

County

Bay Pines

Bay Pines National
Cemetery

St. Petersburg

Bay Pines Veterans
Hospital

Florida Holocaust Museum

St. Petersburg Museum of History

War Veterans Memorial Park

Albert Whitted Airport

Bayboro Harbor Maritime Base

Don Ce Sar Hotel

Vinoy Park Hotel East

Dunedin

Amphibian Tractor Detachment

Largo

Pinellas County Historical Museum

Tierra Verde

Fort De Soto

Clearwater

Pinellas Army Airfield

Hernando County

Brooksville

Brooksville Army Airfield

Hernando County Veterans Roll of
Honor

Spring Hill

Hernando Veterans Memorial Park

Citrus County

Crystal River

Douglas Munro Memorial

Hillsborough County

Tampa

S.S. American Victory

City of Tampa Archives

Drew Army Airfield

Fort Dade

MacDill Army Airfield

University of Tampa

University of South Florida

Veterans Memorial Museum

Pasco County

Zephyrhills

Zephyrhills Army Airfield

EAST CENTRAL (Pages 40-45)

Brevard County

NAS Banana River

Titusville

Titusville Veterans Memorial

Valiant Air Command Warbird
Museum

Melbourne

Liberty Bell Memorial Museum

NAS Melbourne

Melbourne Village

NAS Banana River Barracks Building

Merritt Island

Veterans Memorial Center

Cocoa

Alma Clyde Field Library of Florida
History

Volusia County

Ormond-By-the-Sea

Coastal Observation Post

Daytona Beach

Halifax Historical Museum

NAS Daytona Beach International
Airport

Orange City

Orange City Memorial

Ponce Inlet

Ponce de Leon Inlet Lighthouse

DeLand

DeLand Memorial Hospital

DeLand Naval Air Station Museum

NAS DeLand

St. Lucie County

Fort Pierce

St. Lucie County Historical Museum

St. Lucie County Library

UDT-SEAL Museum

United States Naval Amphibious
Training Base

Indian River County

Vero Beach

NAS Vero Beach

Indian River County Library

SOUTHWEST (pages 46-48)

DeSoto County

Arcadia

Carlstrom Field

The Oak Ridge Cemetery

Dorr Field

Lee County

Lehigh Acres

Buckingham Army Airfield

Cape Coral

Iwo Jima Memorial

Fort Myers

Fort Myers Historical Museum

McCollum Hall

Page Army Airfield

Hendry County

Clewiston

Riddle Field

Charlotte County

Charlotte Harbor

Charlotte County Historical Center

Punta Gorda

Punta Gorda Army Airfield

Sarasota County

Sarasota

Sarasota Army Airfield

Venice

Venice Archives and Area Historical
Collection

Venice Army Airfield

Heritage Park and the Veteran's
Memorial

Collier County

Naples

Collier County Museum

SOUTHEAST (pages 49-57)

Martin County

Hobe Sound

Camp Murphy

Stuart

NAAS Witham

Hutchinson

Gilbert's Bar House of Refuge

Palm Beach County

Boca Raton

Boca Raton Army Airfield

Jupiter

Jupiter Inlet Lighthouse & Barracks

West Palm Beach

Lake Worth Inlet Coast Guard Station

Palm Beach

Morrison Army Airfield

Ream Army General Hospital

Broward County

Fort Lauderdale

NAS Fort Lauderdale

Nininger Statue and Memorial

Miami-Dade County

Homestead

Homestead Army Airfield

Miami

Historical Museum of Southern
Florida

NAS Richmond

Weeks Air Museum

NAF Dinner Key

U.S. Car No. 1

Miami Beach

Jewish Museum of Florida

Miami Beach Hotels

Coral Gables

Biltmore Hotel

Opa-Locka

NAS Miami

Monroe County

Key West

NAS Key West

Little White House

Historical Military Memorial

SHIPS SUNK BY U-BOATS

The map on the following pages shows the locations of 40 ships attacked by German submarines in waters off Florida in WWII.

The accompanying list only includes ships that were attacked or sunk as a result of hostile military action. Some discrepancies exist between reference sources as to the cause of several sinkings. There may have been additional ships torpedoed, whose sinkings were undetermined.

Of the ships listed, the tanker *J.A. Moffet, Jr.* did not actually sink; however, after being towed into port it was declared a total loss. The freighter *William Cullen Bryant* was towed to dry dock in Tampa and repaired. The tankers *Delisle* and *Pennsylvania Sun* were damaged but not sunk. The *Eclipse*, the *Java Arrow*, and the *La Paz* all sank in shallow water and were later raised and repaired. These ships are indicated on the list with an asterisk.

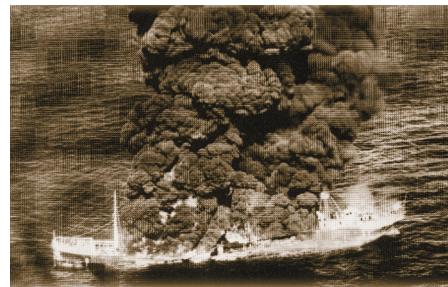
Several small vessels were reported sunk by German submarines and were not included on the main list due to their relatively small size: the

lighter (barge) *Worden*, which was sunk by U-109 while firing torpedoes at the *La Paz* on May 1, 1942 off Cape Canaveral; the small British vessel *E.P. Therlault*, attacked in the Straits of Florida by U-753 on May 22, 1942; the trawler *Gertrude*, sunk by U-166 in the Straits of Florida on July 16, 1942; and the lighter (barge) *AMC-67* which was attacked off Jacksonville by U-96 in August 1942.

The U.S. Navy airship (blimp) K-74 was shot down by U-134 after it attacked the surfaced submarine off the Florida Keys on July 18, 1943. This was the only case where an American blimp was shot down by hostile action during the war.

The commander of U-84 reported hitting an unidentified tanker with torpedoes during his attack on the freighter *William Cullen Bryant*, southwest of Key West on July 21, 1942.

At least three merchant ships (*Edward S. Luckenback*, *Bostiljka*, *Gunvor*) and the destroyer *USS Sturtevant* sank, apparently after accidentally hitting U.S. Navy mines that were placed



Top: Mexican oil tanker torpedoed by German submarine
Bottom: Damaged hull of *William Cullen Bryant*

north of Key West to deter German submarines from operating in the area.

The tanker *Gulfland*, sank off the southeast coast after colliding with another ship at night while under blackout conditions due to the German submarine threat. The freighter *Benwood* appears to have suffered a similar fate off the Florida Keys.

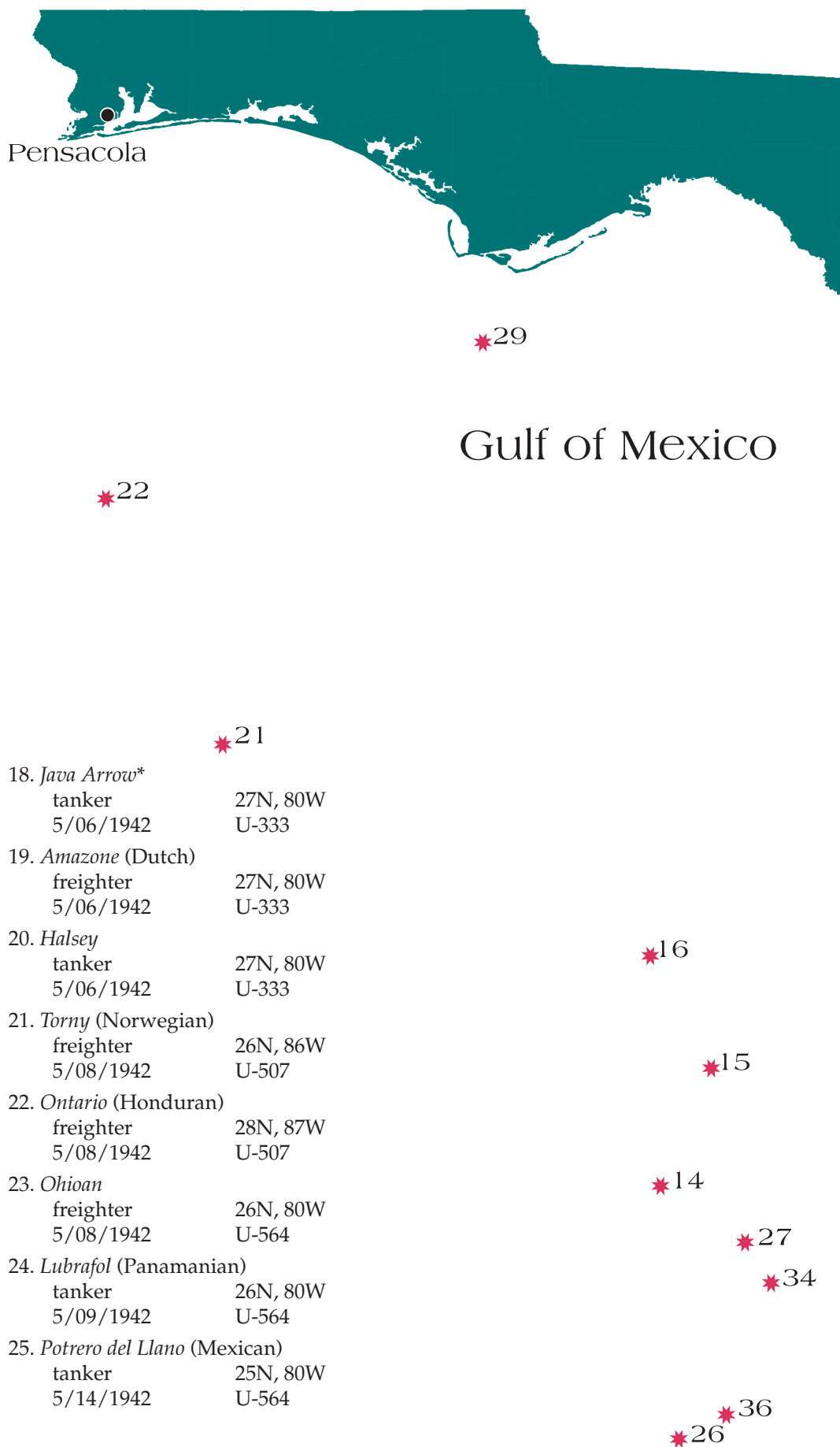
Although several German U-boats were attacked by U.S. forces off Florida, only one was confirmed sunk. In this action, the U.S. Coast Guard vessel *Thetis* dropped depth charges to sink the German submarine U-157 southwest of Key West.

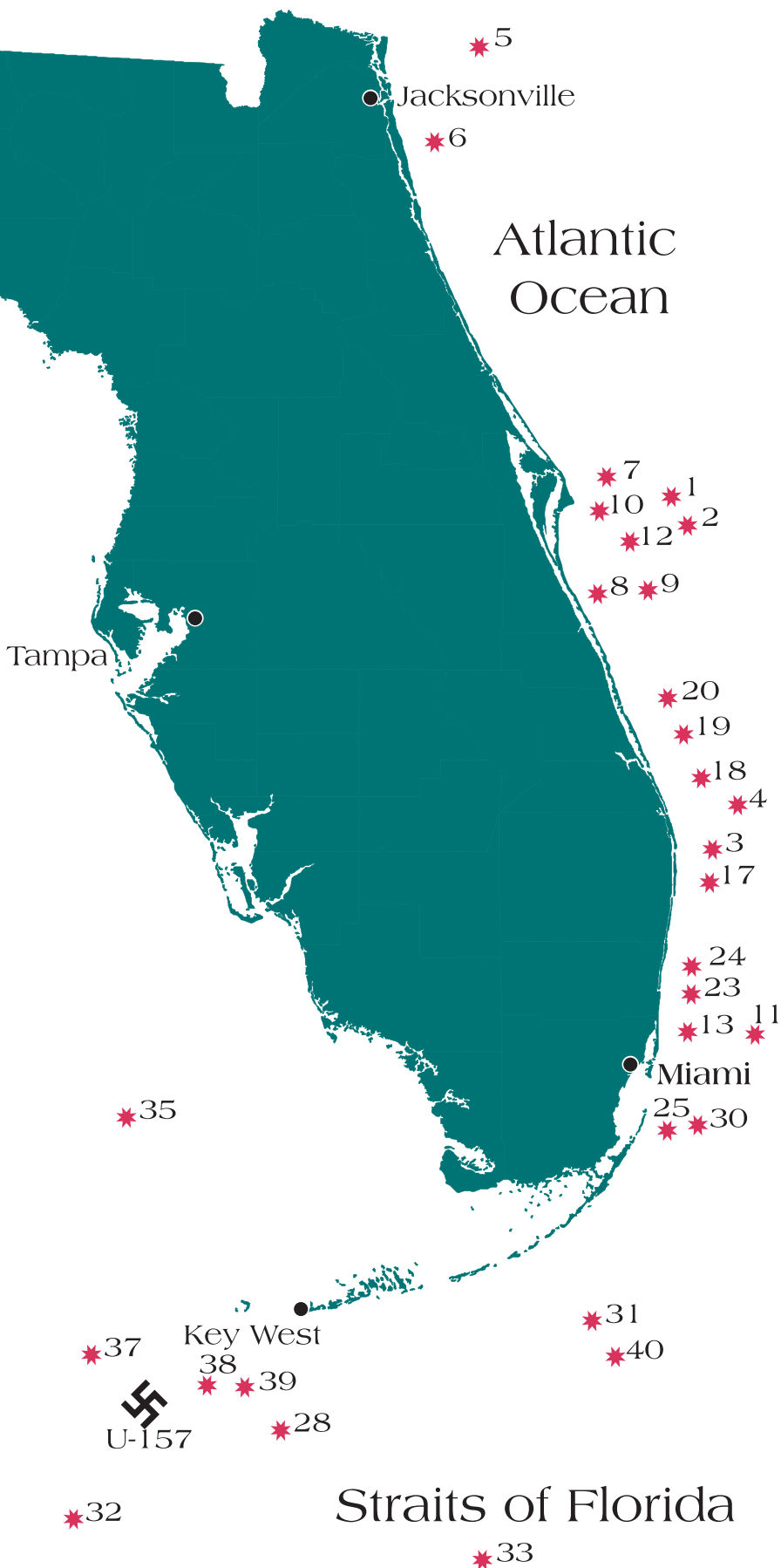
Main reference sources: *Shipwrecks of Florida* by Steven D. Singer and *Axis Submarine Successes 1939-1945* by Jurgen Rohwer.



Sinking freighter with shrimp boat rescuing crew

1. *Pan Massachusetts*
tanker 28N, 80W
2/19/1942 U-128
2. *Cities Service Empire*
tanker 28N, 80W
2/22/1942 U-128
3. *Republic*
tanker 27N, 80W
2/22/1942 U-504
4. *W.D. Anderson*
tanker 27N, 80W
2/22/1942 U-504
5. *Esparta*
freighter 30N, 81W
4/09/1942 U-123
6. *Gulfamerica*
tanker 30N, 81W
4/10/1942 U-123
7. *Leslie*
freighter 28N, 80W
4/13/1942 U-123
8. *Korsholm* (Swedish)
freighter 28N, 80W
4/13/1942 U-123
9. *La Paz** (British)
freighter 28N, 80W
5/01/1942 U-109
10. *Laertes* (Dutch)
freighter 28N, 80W
5/03/1942 U-109
11. *Sama* (Nicaraguan)
freighter 26N, 79W
5/03/1942 U-506
12. *Ocean Venus* (British)
freighter 28N, 80W
5/03/1942 U-564
13. *Eclipse** (British)
tanker 26N, 80W
5/04/1942 U-564
14. *Norlindo*
freighter 25N, 84W
5/04/1942 U-507
15. *Munger T. Ball*
tanker 25N, 83W
5/04/1942 U-507
16. *Joseph M. Cudahy*
tanker 26N, 84W
5/05/1942 U-507
17. *Delisle** (Canadian)
tanker 27N, 80W
5/05/1942 U-564





26. *Faja de Oro* (Mexican)
tanker 23N, 84W
5/21/1942 U-106
27. *Hermis* (Panamanian)
freighter 23N, 83W
6/07/1942 U-158
28. *Managua* (Nicaraguan)
freighter 24N, 81W
6/16/1942 U-67
29. *Empire Mica* (British)
tanker 29N, 85W
6/29/1942 U-67
30. *Umtata* (British)
freighter 25N, 80W
7/07/1942 U-571
31. *J.A. Moffet, Jr.* *
tanker off the Keys
7/08/1942 U-571
32. *Nicholas Cuneo* (Honduran)
freighter 24N, 82W
7/09/1942 U-571
33. *Andrew Jackson*
freighter 23N, 81W
7/13/1942 U-84
34. *Pennsylvania Sun* *
tanker 24N, 83W
7/15/1943 U-571
35. *Baja California* (Honduran)
freighter 25N, 82W
7/19/1942 U-84
36. *Port Antonio* (Norwegian)
freighter 23N, 84W
7/19/1942 U-129
37. *William Cullen Bryant* *
freighter 24N, 82W
7/21/1942 U-84
38. *Santiago de Cuba* (Cuban)
freighter 24N, 81W
8/12/1942 U-508
39. *Manzanillo* (Cuban)
freighter 24N, 81W
8/12/1942 U-508
40. *Gulfstate*
tanker 24N, 80W
4/03/1943 U-155

Map locations of attacks are approximate.

Enemy Ships Sunk Off Florida:

*U-157 (German Submarine)
U-boat 24N, 82W
6/13/1942 U.S. Coast Guard

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U.S. Army officer's saucer cap

GLOSSARY

AAF. Army Airfield. See also USAAF.

AAFTD. Army Air Forces Flying Training Detachment.

Alligator. See LVT.

AT-6 Texan. A widely flown low-wing monoplane U.S. advanced trainer developed by North American Aviation, Inc. Designated SNJ by the Navy, this aircraft remained in service throughout the war.

B-17 Flying Fortress. A Boeing-developed, four-engine, mid-wing heavy bomber used in both the Pacific and European theaters. Operating with a crew of 10, the B-17 demonstrated an effective combat range of 1,600 miles and could sustain heavy damage and remain in operation.

B-24 Liberator. U.S. heavy bomber flown in the European, North African, Mediterranean, and South Pacific theaters. Developed by Consolidated Aircraft, more B-24s were produced during World War II than any other military aircraft.

B-25 Mitchell. Named for aviation pioneer Gen. Billy Mitchell, the twin-engine B-25 medium bomber was most famous for its use in the Doolittle Tokyo Raid of 1942.

B-26 Marauder. Serving in North Africa, the Pacific and Europe, this twin-engine medium bomber operated with a crew of six. Designed by the Glenn L. Martin Co., the B-26 had a combat range of 1,100 miles.

B-29 Superfortress. A four-engine Boeing-designed bomber that came into use later in the war with raids against the Japanese mainland. The use of the B-29, *Enola Gay*, to deliver the atomic bomb led directly to the end of the war in the Pacific.

BT-13/BT-15/SNV Valiant. Designed by Consolidated-Vultee as

a single-engine, two-seat trainer, this craft became known as the "Vibrator" because of the propeller sounds. The standard Army training plane, the Navy used the Valiant as well, designating it the SNV.

C-47 Dakota. Known also as the "Gooney Bird," this military version of the Douglas DC-3 became the transport workhorse of the war. Used in every theater, the C-47 was also employed in parachute and glider operations. See also R4D.

Degaussing. Removing the magnetic fields from ships.

DUKW. An amphibious truck used extensively during World War II. Some 20,000 were produced during the conflict; they saw service in both major theaters of the war.

F2A Buffalo. Produced by the Brewster Company, the Buffalo was the Navy's first monoplane fighter. Unfortunately, by the time the war began it was outclassed by the Japanese Zero and, after suffering heavy losses, was soon removed from combat service.

F4F/FM-1 Wildcat. The primary U.S. Navy carrier-based fighter during the early part of the war, this Grumman-developed plane was also used extensively by the British Navy. General Motors also produced Wildcats, which were designated FM-1s and FM-2s.

F4U Corsair. A large, powerful, carrier and land-based fighter flown by U.S. Navy and Marine Corps units. Highly successful in combat, the Corsair had an overall eleven-to-one kill ratio against Japanese aircraft.

F6F Hellcat. A carrier-based U.S. Navy fighter developed by Grumman Corporation that was placed in combat in early 1943. A single-seat

aircraft, the Hellcat performance was superior to the Japanese Zero.

F7F Tigercat. This twin-engine aircraft, developed by Grumman, was developed too late to see combat service during World War II.

Free French. The anti-Hitler movement formed by French General Charles de Gaulle after the government of France signed an armistice with Germany in June 1940. Operating in exile from London, Free French forces subsequently fought alongside the Allies against Germany and Italy.

Higgins Boat. See LCVP.

J2F Duck. An amphibious biplane built by Grumman, the Duck was used in a variety of roles, including antisubmarine patrolling.

JRF Goose. A Grumman-designed flying boat used by U.S. services and the Royal Air Force in submarine patrol and as a navigation trainer. The later version of this craft received the designation J4F.

LCVP. Commonly referred to as a Higgins' Boat after the manufacturer, Andrew J. Higgins. One of several types of American-built landing craft produced during the war. The "LCVP" designation indicates a 36-foot-long landing craft with a bow ramp for transporting vehicles and personnel.

Link Trainer. A stationary flight simulator used extensively by the Army and Navy in pilot training. Named for the inventor, Edwin A. Link, students learned flying and navigating while flying "blind."

LVT. The designation for an amphibious landing craft, LVT denotes "landing vehicle, tracked." Developed in Florida by Donald Roebling, these vehicles, also referred

to as Alligators or Buffaloes, were used in all theaters of the war, but primarily in the Pacific.

NAAS. Naval Auxiliary Air Station refers to a facility constructed to support activities of a naval air station.

NAF. Naval Air Facility

NAS. Naval Air Station, ranging in size from one squadron of 18 planes and supporting personnel to a major facility with hundreds of aircraft and thousands of support staff.

OS2U Kingfisher. A two-place low-wing monoplane used primarily by the U.S. Navy as a floatplane for spotting and rescue purposes.

P-38 Lightning. Flown by the U.S. Army Air Force's top two aces, this twin-engine aircraft saw use in most every war theater. In a fighter-escort mode, this Lockheed Corp. airplane was rated at an operating range of 2,000 miles.

P-39 Airacobra. A sleek, low-wing fighter with the engine placed behind the cockpit. Though approaching obsolescence at the beginning of the war, many saw use by Russia and, after surrender to the Allies, by the Italian Air Force.

P-40 Warhawk. Flown by the Flying Tigers in China against the Japanese,

this Curtiss Company aircraft was the first American mass-produced fighter. Britain, China and other Allied air forces used many of these.

P-47 Thunderbolt. Was designed in 1940 by Republic Aviation Corp. as a high-performance airplane comparable with European fighters. This plane performed varied duties in both Pacific and European theaters.

P-51 Mustang. With a single-engine and low-wing design, the North American Mustang came to be regarded as the best land-based fighter on either side. The later designs could achieve a speed of 487 m.p.h. and a range of 1,800 miles, allowing for superior bomber escort capabilities.

PBJ. The U.S. Marine Corps designation for the B-25 Mitchell bomber.

PBM Mariner. Designed by the Glenn L. Martin Co., this twin-engine flying boat became the U.S. Navy's key patrol bomber later in the war. With a crew of seven to nine, a combat-configured Mariner could achieve a range of 2,240 miles.

PBY Catalina. Highly successful, the Catalina was first used by the U.S. Navy in 1936. A long-range flying boat, this plane provided valuable service in patrol, bombing, and anti-submarine roles during the war.

POW. Prisoner of war. Florida held 10,000 POWs in two major and over 20 branch camps, beginning in 1942 with internees and German U-boat crewmen.

Primary Flight Training. The initial phase of flight training during which the student is taught to fly a low horsepower plane that is light and stable. Civilian schools provided much of this training for the U.S. Army. The other three phases are basic, advanced, and transition.

PT-13/PT-17/N2S-5 Stearman. The Boeing/Stearman Model 75 Kaydet was the most commonly used primary training aircraft by the Army and Navy during World War II. Designed by the Stearman Aircraft Company, which became a branch of Boeing in 1939, more than 10,000 of the two-seat biplanes were manufactured by 1945. The Army versions were designated PT-13 and PT-17, while the Navy equivalent was known as the N2S-5.

PT-16/PT-20/PT-21/PT-22 Ryan Recruit. A series of low-flying training aircraft produced by the Ryan Aeronautical Company for the Army Air Corps/Army Air Force. More than 1,000 of the PT-22, the AAF's first monoplane trainers were built. Occupants sat in open cockpits with the instructor immediately behind the student to facilitate instruction.

PV-1 Ventura. The U.S. Navy's designation for the A-28/A-29 combat and support aircraft. This twin-engine, twin-tail aircraft used a crew of from four to six and served in night fighter, anti-submarine, and bomber roles during the war.

PV-3 Harpoon. A larger, land-based version of the PV-1 Ventura.

R4D. A version of the Douglas C-47 used by the U.S. Navy, some 600 were used as supply aircraft and transports. See also C-47.

R50. Designation of a handful of Lockheed Model 18 Lodestars used by the Navy, Marine Corps, and

Airplane spotter cards





Coast Guard primarily as personnel transports.

Ryan Recruit See PT-16/ PT-20/ PT-21/PT-22 Ryan Recruit.

SB2A Buccaneer. Developed by Brewster between 1939-1941, 771 Buccaneers were eventually produced. The carrier-based bomber's performance was substandard, however, and during World War II it was used primarily as a trainer.

SBD Dauntless. Known first as the BT when developed by the Northrop Company, production of the Dauntless was eventually taken over by the Douglas Aircraft Corporation. Manned by a pilot and radioman-gunner, this carrier-based dive-bomber flew combat service in the Atlantic and Pacific theaters and won fame at the battles of the Coral Sea and Midway.

SNB. The military version of the Beech Model 18 twin-engine trainer.

SNC. A low-production Curtiss basic trainer termed Falcon.

SNJ. See AT-6 Texan.

SNV. See BT-13/BT-15/SNV Vultee Valiant.

SPARS. The women's branch of the U.S. Coast Guard; the SPARS reached peak strength of 11,000 during the

war. The organization was named after the motto of the Coast Guard, *Semper Paratus*.

Stearman. See PT-13/PT-17/N2S-5 Stearman.

TBF/TBM Avenger. This Grumman-designed, single-engine, mid-wing aircraft became the principal torpedo plane of the war, although it was also used in bombing missions. Utilizing a three-man crew, the Avenger had a 1,100-mile range when armed with a torpedo.

U-boat – German submarine (under-sea boat)

UC-72 Waco. During World War II the Army Air Corps (later Army Air Force) obtained about 40 of these civilian model biplanes, which were used as staff transports and in ferrying roles.

UDT. Underwater Demolition Team. Trained in Florida at the United States Navy Amphibious Training Base (USNATB) in Fort Pierce, these "frogmen" first saw combat in the invasion of Kwajalein in February 1944.

USAAF. United States Army Air Forces. Established in 1941 by combining the General Headquarters Air Force and the Army Air Corps. Following World War II the AAF became the independent United States Air Force.

USNATB. See "UDT."

USO. United Services Organization. Established by six private organizations in early 1941 at the urging of President Franklin Roosevelt, the USO provided recreational facilities for members of the U.S. armed forces.

V-1. German jet-powered flying bomb first flown in late 1943. About 8,000 were eventually launched against Great Britain and Allied-occupied portions of Europe. The Florida Panhandle was the site of testing of the U.S. version of the V-1, known as the JB-2.

V-mail. A type of U.S. Government sponsored mail used in WWII in which a letter was written on a one-page sheet and submitted to be photographed, the negative micro-film flown overseas, and then developed and printed on a small sheet of photographic paper for delivery. The process significantly reduced the bulk, weight, and time it took to deliver mail to and from the troops.

WAC. Created in May 1942 and known first as the Women's Army Auxiliary Corps, or WAACs, the Women's Army Corps, or WACs, served throughout the United States and the Pacific and European theaters, relieving men for combat. The enlistment strength had reached approximately 100,000 officers and enlisted women by April 1945.

WACO. See UC-72 Waco.

WAVES. Similar in duty to the WACs, the WAVES (Women Accepted for Volunteer Emergency Service) were established in June 1942. Later known simply as the Women Reserves, close to 90,000 women served in the Navy by the end of the war, exclusive of the Navy Nurse Corps.



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S.S. *St. Louis* image courtesy of Anthony Blechner; George H.W. Bush Library, College Station, Texas; S.S. *American Victory* – American Victory Mariners Memorial and Museum; German POWs and patrol bomber sea plane – National Archives, Washington, D.C.; Don CeSar Hotel – Zimmerman Advertising, Tallahassee; "The War is Over" page 4, and hull of *William Cullen Bryant* – Historical Museum of South Florida; sinking vessel – family of



Distinctive unit insignia, mounted to a board for retail sale

Lt. S.W. "Sub" Carter; Jacqueline Cochran – National WASP WWII Museum; Mary E. Murphy; Claude W. Bass, III; National Museum of Naval Aviation – Charles R. McNeil; General Roy S. Geiger – United States Marine Corps; Daniel "Chappie" James image – United States Air Force; German submarine – Homan & Reilly Designs; Thompson submachine gun training and UDT frogmen – UDT SEAL Museum, Ft. Pierce; Seminole U.S. Marine Howard Tiger – Fort Lauderdale Historical Society; mortar, page 35, courtesy of Heritage Village, NAS Key West – Dale M. McDonald, photographer.

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Thank you for your service. We're honored to represent you.

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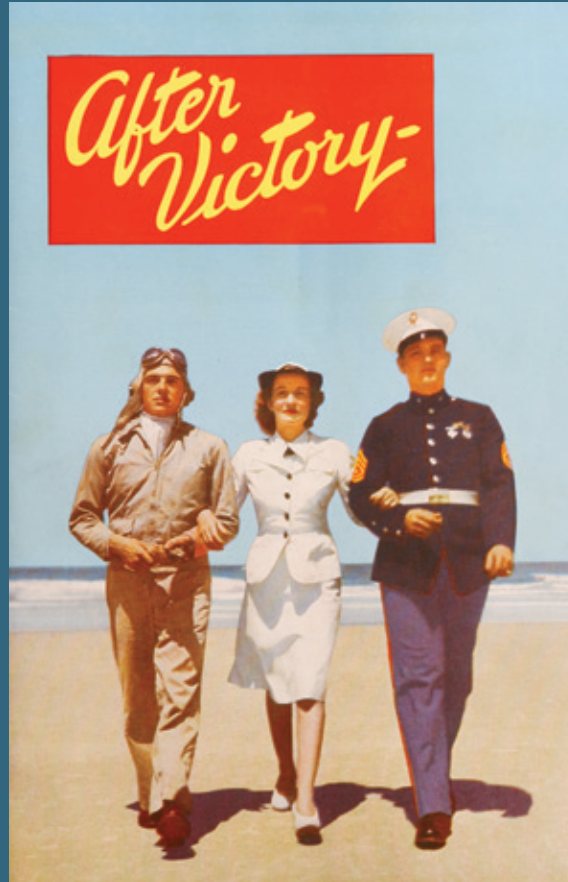
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Florida World War II Heritage Trail



2015 marks the 70 year anniversary of the end of World War II in 1945. The Florida Department of State is drawing attention to this important anniversary with the campaign “Victory Florida,” which honors and celebrates the heroes and heroines of World War II while educating Floridians about the important role Florida played in training for the battlefield and on the home front during the war.

For a current listing of historic sites, memorials, museums, and events around Florida, visit VivaFlorida.org/Victory



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